

FOREWORD.

Conformably to the saying that *necessity is the mother of invention* it was the difficulties experienced by me while I not having stable footing in the Provincial Judicial Service was being tossed out from place to place in the Presidency that suggested the idea of making a compilation containing the ways of access to the different places where there are Subordinate Courts. Two sets of forms, one for places having railway connection and the other for those reached by steamers were issued to all the Subordinate Judges except those in the district towns, along with a circular letter inviting opinions and suggestions. A majority of them was good enough to respond to my call for co-operation and some of them offered some suggestions also which were gratefully accepted as far as seemed practicable in view of other circumstances. There were others again who replied to my call by a repetition of the request once or twice. But there still remained some places about which no information had been obtained after frequent attempts. This put me to the necessity of looking for other sources of information and the adage above-quoted again illustrated its truthfulness. For those sources having been tapped, I was in possession of materials from which I could compile a Guide, not only to the officers of the judicial department but to all the other departments and the general public as well. In doing further I thought I could make the work more acceptable for whom it was meant by introducing therein, information about places of interest in the Presidency which they might be able to visit during holidays and vacations. The book thus took a far more expanded form than that originally contemplated. Partly this and partly the difficulty to know and obtain the sources of information but primarily the want of spare time is responsible for the delay in publishing this volume after the lapse of more than three years from the date on which the circular letter referred to was issued.

I have been left unturned to get the most accurate information because I am aware that the merit of a work of this nature lies not so much in literary skill, but in the reliability of the information which must therefore be collected from the most reliable sources. Patience and perseverance until the right thing is caught

About the usefulness of a work of this character I have not much doubt, because steamship companies never publish any Guides, those which railway companies do, contain very scanty information and that too such only as would conduce to increase their traffic and relate to places within easy reach of railway stations and there fore of no use in finding the ways of access to the towns which no being so situated, do not even find mention in them, the Postal Guides give no other information except that relating to that department, and the Volumes of the Bombay Gazetteer, having been compiled 38 years ago, contain information on certain topics which stands in need of revision in the light of altered circumstances and even such as it is, is not within easy reach of men who have to spend the major portion of a year outside big towns which alone have well-equipped libraries. The majority of the officers of my own and other departments whom I have consulted, have also expressed the view that a compilation of this nature is a desideratum. I therefore offer it to the public in the hope that it will supply a long-felt want.

My acknowledgments are due to the various Subordinate Judges who kindly sent in the forms duly filled in with the required particulars to those of them who offered valuable suggestions, to the various Heads of Departments at the Bombay Secretariat and some of the mofussil towns, for either putting me in possession of the required material or referring me to the particular publications from which they could be obtained, and to my various personal friends who either in conversation or by letters supplied me with the information within their knowledge, or rendered such other assistance as they could, preparing this volume for the press.

It is not improbable that errors and omissions may have occurred in the following pages. For these however I crave the indulgence of the reading public on the ground of this being my first venture.

P. C. DIVANJI.

TASGAON, Dated }
10th February 1920. }

ADDENDA ET CORRIGENDA.

In the 8th line from below at page 2 read "Wada" instead of
"Vada" in both the columns.

" 11th " " " page 5 read "Murgod" instead of
"Murgad" in the left hand column.

" 15th " above at page 14 read "Subordinate" instead
of "subordinate."

Under the heading "Civil Justice" at pages 13-14 add the
following paragraph :—

While this book was in the press the Government of Bombay
by a Resolution in the Judicial Department declared its intention to
abolish the posts of Inspecting Subordinate Judges and to create that
of a Registrar or a Personal Assistant to the District Judge at each
district town. That of the Inspecting Subordinate Judge, Kanarese
Districts, has accordingly been abolished and Personal Assistants
have been appointed at Belgaum, Bijapur, Dharwar and Karwar.
Similar changes are expected to follow soon in the Gujrati and
Marathi Districts.

In the 6th line from above at page 37 read "Şahyadri" instead of
"Sahyadi."

" 6th " " " 38 " "almost" instead of
"almos."

" 13th " " " 49 " "Telegraph" instead
of "Telegraphic."

From the 16th " " " 52 delete the article before the
word "Commercial."

In the " " " 65 insert the word "it" between
the words "approach" "and in."

" 15th " below " 66 read "of" instead of "9 f."

" 17th " above " 70 insert the word "had" be-
tween the words "is" and "Via."

" 21st " " " 76 read "Mahableshtar" ins-
tead of "Malcolmpeth."

" 25th " " " 76 read "called Malcolmpeth"
instead of "of the same name."

" 28th " " " 76 "are" instead of "is."

" 18th " " " 85 read "the" instead of "a."

" 2nd " " " 110 read "considerable" instead
of "consideradle."

In the 11th line from above at page 112				insert the sign" after the word "facings"
" 13th	"	"	"	114 read "and" instead of "are."
" 16th	"	below	"	119 " "Shahapur" instead of "Shahpur."
" 7th	"	"	"	120 " "is" instead of "s."
" 3rd	"	above	"	121 " "Wada " "Vada."
" 4th	"	"	"	121 " "Asangaon instead of "Assangaon,"
" 12th	"	"	"	124 " "Korhala" instead of "Karbala."
" 18th	"	"	"	125 insert the word "the" between the words "of" and "Dravidian."
" 5th	"	"	"	126 read "Ratanwadi" instead of Ratavadi."
" 17th	"	"	"	129 " "Nandurbar is one of the oldest towns, if not the oldest town, in Khandesh" instead of "Nandurbar is one of the oldest if not the oldest towns in Khande-h."
" 14th	"	below	"	138 " "of instead of "O."
" 13th	"	above	"	142 " "is" " "was"
" last	"	below	"	148 " "miles" " "milles."
" 14th	"	"	"	157 insert the word "day" between the words "full-moon" and "of."
" 4th	"	"	"	158 read "Vaishakh" instead of "Vaislakh."
" 12th	"	"	"	159 " "Motibag" instead of "Motigag."
" 3rd	"	"	"	160 " "Ball-Hongal instead of "Balt-Hongal."
" 17th	"	"	"	" read "Soldiers'" instead of "Soldiers."
" 7th	"	"	"	161 insert the words "is a detached hill" after the word "HILL."

In the 6th line from below at page 165				insert the word "the" between the words "of" and "Krishna."	
"	5th	"	"	173	(a) read "Annigeri" instead of "Anigeri."
"	6th	"	"	175	" "guavas" instead of "guava."
"	16th	"	"	181	insert the word "there" between the words "interest" and "is."
"	23rd	"	"	"	read "Kund" instead of "Khund."
"	22nd	"	"	185	" "Cheul" instead of "Chaul."
"	21st	"	"	188	insert the word "of" before "2ths."
"	23rd	"	"	195	read "Ramgad" instead of "Rammgad."

N. B.—Several mistakes of punctuation and types are found to have crept into the following pages but these being of a minor character have not been noticed here.

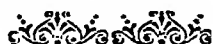
THE AUTHOR.

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SOURCES.

- The Bombay Gazetteer, all the volumes, by J. Campbell, Esqr., I. C. S.
- Table of Distances, an old Government publication not bearing the date of its publication or the name of its author.
- A Statistical Atlas of the Bombay Presidency.
- The Indian Postal Guide.
- The B. B. & C. I. Ry. Guide with map.
- The G. I. P. Ry. Guide with map.
- The All India Ry. Guide with map.
- The Desk Diary of the Government of Bombay.
- The Time Table and Coaching Tariff of the Bombay Steam Navigation Company, Limited.
- The Annual Reports of the various departments of the Government of Bombay, the latest that were available.
- The Bombay Quarterly List of Gazetted Officers corrected upto 1st July 1919.
- A Marathi Map of the Bombay Presidency, school size.
- An English Map of the Bombay Presidency, printed by the Survey of India Offices, Calcutta.
- An English Map of the Bombay Presidency, printed by the Government Photozinco Office, Poona.
- Several departments of the Government of Bombay and other public offices.
- Local Judicial and Revenue Officers at several places.



INTRODUCTION.

For the purpose of the revenue administration the Presidency Proper has been divided into three groups called Divisions each of which has several Districts within it. The Northern and the Southern Divisions has six Districts each while the Central has seven. Each of these nineteen Districts is according to exigencies sub-divided into several Talukas and Petas. All the departments of government do not find these divisions and sub-divisions convenient for their purposes. Those that have found them so have adopted them while the others have made theirs peculiarly suited to their needs. Nevertheless the revenue arrangement does constitute an important factor in the distribution of territories made by the latter group of departments. With a view therefore to make this book useful to all government officers and the general public, the revenue divisions and sub-divisions have been adopted in it as the basis of treatment.

The five Gujrati Districts of the Northern Division are served by the B. B. & C. I. Ry. having its southern terminus at the Colaba Station and its branches stretching out like arms at the Surat, Kosamba, Ankleshwar, Broach, Miagaum, Baroda, Anand and Ahmedabad Junctions, for approaching the interior of the districts. The branch emerging from Surat and passing to the east goes further through the Gaikwar's territory to West Khandesh and the western part of East Khandesh upto Amalner. The G. I. P. Railway having its western terminus at Bori Bunder proceeds north-east upto Kalyan in the Thana district where it bifurcates into the North-East and South-East Lines. The first passes through the remaining portion of the Thana district and then through Nasik to Jalgaon in West Khandesh which is connected with Amalner, the terminus of the T. V. Railway, by a Chord Line. The joint line proceeds further from Jalgaon to Bhusawal and becomes again branched off into two, one going north-east into the Central India Agency, and the other, south-east to the Central Provinces. From the Bombay-Jalgaon line a branch having shot forth at Chalisgaon goes due north to Dhulia. The South-East Line issuing from Kalyan goes through the northern portion of the Kolaba district to Poona, thence to Sholapur and passes through the latter district into the Nizam's territory. A branch of this line having started from Dhond Junction connects it with the North-East Line at

Manmad Junction, and two others commencing from Kurduwadi Junction stop at Pandharpur and Barsi in the south and the north-east respectively. From Poona moreover commences the M. & S. M. Ry. which passes from the southern portion of that district to Satara Road and thence through Sangli and Miraj to Belgaum and Londa Junction. From there it proceeds through Dharwar to Hubli. Here it bifurcates,—one line going through the northern part of the Dharwar district, and the other through its southern part, into the Madras Presidency. At Gadag on the northern line, it meets a branch line coming from Hotgi in the Sholapur district through Bijapur.

For the towns in the three districts on the coast line, steamers starting from the Bombay harbour and run by the Bombay Steam Navigation Company, British India Steam Navigation Company, and the Swadeshi Co-operative Steam Navigation Company are the ordinary means of communication. The ports north of Alibag in the Kolaba district are served by the Ulwa and the Dharamtar Line steamers of the B. S. N. Co., and Alibag itself and the ports to its south upto Jaygad in Ratnagiri, are reached by the Jaygad Line steamers of the same Company. The principal ports in the Ratnagiri and Kanara districts are touched by the Mangalore, Goa, Marmagao and Viziadurg Lines steamers of one or more of the above-mentioned Companies. For reaching the creek-ports and the towns still inland, there are steam launch services at the various creek entrances, namely, Dharamtar, Bankot, Dabhol, Jaygad, Moosa Kazi and Viziadurg, which can be utilized so far as the volume of water in the creeks permits. The remaining journey must be performed in country crafts which are available at the proper times.

Just as there are railways and waterways connecting Bombay with the Divisions of the Presidency and with other Presidencies, so there is one big trunk road running from Bombay to Agra, through Thana, Nasik and Dhulia. Bombay is also connected with Panvel, Khandala, Poona, Satara, Karad, Kolhapur, Belgaum, Dharwar, Haveri and Ranebennur, by the Bangalore road starting from Panvel, which is connected with Thana by a side road. Besides these there are other important roads running from the British territory into adjoining Native States, and through them into other British districts, and from one such district into another.

Postal communication has been extended to all the towns herein referred to, but such is not the case with the telegraphic. Ahmeda-

bad is the only district in the Presidency of which all the taluka and peta towns have been supplied with telegraphic wires. East and West Khandesh have the double advantage of having both railways, and telegraphic communications at most of their towns. The Gujrat districts are at an advantage in this respect, because of the proximity of most of their towns to railway stations. Next to them comes Thana. Satara, Sholapur, Belgaum, Bijapur, Kanara and Ratnagiri districts are of the middling type from this view-point, while Ahmednagar, Nasik, Poona and Dharwar stand on the lowest rung of the ladder.

In point of educational facilities, Bombay having colleges for training in all the branches of learning except civil engineering and agriculture, stands first. Next comes Poona which has an Oriental Research Institute, a Women's University, Colleges of Arts, Civil Engineering and Agriculture, a Medical School, and a Training School for teachers and Boys' and Girls' High Schools, the third rank falls to the lot of Ahmedabad which affords facilities for training in Arts, Science and Industries, and has Training Schools for males and females, High Schools for boys and girls and a Medical School. In the fourth class come Dharwar and Surat which besides having High Schools for boys, have Secondary Art Colleges though still in their infancy. In the fifth class fall all the other district towns and such of the taluka towns as have high schools started by private enterprise and conducted with or without aid from Government. There are other towns in which there are Anglo-Vernacular Schools teaching upto the 3rd to the 5th Standard, while there are several which have no public institution whatever for imparting English education.

All the district towns have as a rule Civil Hospitals in charge of highly qualified medical men who treat both outdoor and indoor patients. The taluka and peta towns generally have a Dispensary each but this is not invariably the case except in the Ahmedabad and Nasik Districts.

Of the objects of interest in the Presidency there are two principal varieties, one consisting of picturesque and enchanting natural sceneries, and the other of architectural works. The notable water-falls are in the Kanara and Belgaum districts and variegated forest and mountain sceneries are observable throughout the Konkan and Deccan. Gujrat though consisting mostly of plains, has its own peculiarly beautiful scenes of fields covered with variegated crops, and wide rivers flanked with gorgeous trees on both the banks. The

architecture in evidence in the Presidency, is of several varieties, the first place among which must be given to the Buddhistic which is invariably found in hills. The most notable specimens thereof, are the Kanheri Caves in the Thana district, and the mis-named Pandav Lena in the Nasik district. Of Brahmanical works of the same species, those worthy of mention are the Elephanta and Jogeshwari Caves in the Thana district and the first three strata in the Caves at Badami in Bijapur. The only remarkable Jain attempt in that direction in this Presidency is observable in the fourth stratum of the Badami Caves. The chief characteristic of this kind of workmanship is that grand temples with finely-carved pillars and pilasters, ceilings, caves etc., and grand and beautiful images of gods and goddesses, saints and prophets and mythological figures are all hewn out of solid rock with remarkable delicacy and exactitude. The second species of architecture is met with in temples built in the Hemadpanti style. Such temples are scattered over many parts of Deccan but the most notable specimens of that style are found at Ambarnath in Thana, and at Nasik. Besides its peculiar carving which consists chiefly of Shaivite figures, its notable characteristic is that no lime or mortar is used in fixing the stones but they are so cut as to fix firmly one over the other. The third is the Mahomedan architecture seen in the mosques and mansoleums built all over Gujrat and Deccan but particularly at Ahmedabad and Bijapur. They are remarkable both for their grandeur and their fine workmanship on mortar, on stones, and also on metals, chiefly brass. Lastly, the Maratha rulers built temples at several places in the Deccan, *e.g.* Pandharpur, Karmala and Madha in Sholapur, Gadag in Dharwar, Poona, Nasik and Trimbak etc., but there is nothing remarkable in their architecture; on the contrary one feels on seeing them that the art of the master-sculptors who erected the beautiful structures of Ambarnath and Narushanker had vanished with its Hindu patrons long before their successors could find opportunities to make feeble attempts to revive it.



CHAPTER I.

SECTION I.

The Revenue Divisions & Sub-Divisions of the Presidency.

NORTHERN DIVISION.

(1) AHMEDABAD.

Name of the Taluka or Peta.	Name of the Principle Town.
1 Dhandhuka	Dhandhuka
2 Gogho (Peta)	Gogho
3 Dholka	Dholka
4 Prantij	Prantij
5 Modasa (Peta)	Modasa
6 <i>North Daskroi</i>	<i>Ahmedabad City</i>
7 Sanand (Peta)	Sanand
8 <i>South Daskroi</i>	<i>Ahmedabad City</i>
9 Viramgam	Viramgam

(2) BROACH.

1 Amod	Amod
2 Ankleshwar	Ankleshwar
3 Hansot (Peta)	Hansot
4 Broach	Broach
5 Jambusar	Jambusar
6 Wagra	Wagra

(3) KAIRA.

1 Anand	Anand
2 Borsad	Borsad
3 Kapadvanj	Kapadvanj
4 Matar	Matar
5 Mehemadabad	Mehemadabad
6 Nadiad	Nadiad
7 Thasra	Thasra

(4) PANCH MAHALS.

Name of the Taluka or Peta.	Name of the Principle Town.
1 Dohad	Dohad
2 Jhalod (Peta)	Jhalod
3 Godhra	Godhra
4 Kalol	Kalol
5 Halol (Peta)	Halol

(5) SURAT.

1 Bardoli	Bardoli
2 Valod (Peta)	Valod
3 Bulsar	Bulsar
4 Chikhli	Chikhli
5 <i>Chosrasi</i>	<i>Surat</i>
6 Jalalpur	Jalalpur
7 Mandvi	Mandvi
8 Olpad	Olpad
9 Pardi	Pardi

(6) THANA.

1 Bassein	Bassein
2 Bhiwandi	Bhiwandi
3 Dahanu	Dahanu
4 Umbergaon (Peta)	Umbergaon
5 Kalyan	Kalyan
6 <i>Mahim</i>	<i>Pulghar</i>
7 Murbad	Murbad
8 <i>Salsette</i>	<i>Thana</i>
9 Shahapur	Shahapur
10 Mokhada (Peta)	Mokhada
11 Vada	Vada
12 Bandra	Bandra

CENTRAL DIVISION

(1) AHMEDNAGAR.

1 Akola	Akola
2 Karjat	Karjat
3 Jamkhed (Peta)	Jamkhed
4 Kopergaon	Kopergaon

(1) AHMEDNAGAR.—*contd.*

Name of the Taluka or Peta.	Name of the Principle Town.
5 Nagar	Nagar
6 Newasa	Newasa
7 Parner	Parner
8 Rahuri	Rahuri
9 Sangamner	Sangamner
10 Shevgaon	Shevgaon
11 Pathardi (Peta)	Pathardi
12 Shrigonda	Shrigonda

(2) EAST KHANDESH.

1 Amalner	Amalner
2 Parola	Parola
3 Bhusawal	Bhusawal
4 Edalabad (Peta)	Edalabad
5 Chalisgaon	Chalisgaon
6 Chopda	Chopda
7 Erandol	Erandol
8 Jalgaon	Jalgaon
9 Jamner	Jamner
10 Pachora	Pachora
11 Bhadgaon (Peta)	Bhadgaon
12 Raver	Raver
13 Yaval	Yaval

(3) WEST KHANDESH.

1 Dhulia	Dhulia
2 Nandurbar	Nandurbar
3 Navapur (Peta)	Navapur
4 Sakri	Sakri
5 Shahada	Shahada
6 Shirpur	Shirpur
7 Shindkheda	Shindkheda
8 Taloda	Taloda

(4) NASIK.

Name of the Taluka or Peta.	Name of the Principle Town.
1 Chandor	Chandor
2 Dindori	Dindori
3 Igatpuri	Igatpuri
4 Kalwan	Kalwan
5 Malegaon	Malegaon
6 Nandgaon	Nandgaon
7 Nasik	Nasik
8 Niphad	Niphad
9 Peint	Peint
10 <i>Baglan</i>	<i>Satana</i>
11 Sinnar	Sinnar
12 Yeola	Yeola

(5) POONA.

1 <i>Bhimthadi</i>	<i>Baramuti</i>
2 Dhond (Peta)	Dhond
3 <i>Haveli</i>	<i>Poona City</i>
4 <i>Mulshi</i> (Peta)	<i>Paud</i>
5 Indapur	Indapur
6 Junnar	Junnar
7 Khed	Khed
8 <i>Ambegon</i> (Peta)	<i>Ghoda</i>
9 <i>Maval</i>	<i>Vadgaon</i>
10 <i>Purandhar</i>	<i>Saswad</i>
11 Sirur	Sirur

(6) SATARA.

1 <i>Javli</i>	<i>Medha</i>
2 <i>Malcolmpeth</i> (Peta)	<i>Mahableshwar</i>
3 Karad	Karad
4 <i>Khanapur</i>	<i>Itla</i>
5 <i>Khatao</i>	<i>Vaduj</i>
6 Koregaon	Koregaon
7 <i>Man</i>	<i>Dahiwadi</i>
8 Patan	Patan
9 Satara	Satara
10 Tasgaon	Tasgaon
11 Wai	Wai
12 Khandala (Peta)	Khandala
13 <i>Velra</i>	<i>Islampur</i>
14 Shirala (Peta)	Shirala

(7) SHOLAPUR.

Name of the Taluka or Peta.	Name of the Principle Town.
1 Barsi	Barsi
2 Karmala	Karmala
3 Madha	Madha
4 Malsiras	Malsiras
5 Pandharpur	Pandharpur
6 Sangola	Sangola
7 Sholapur	Sholapur

SOUTHERN DIVISION

(1) BELGAUM.

1 Athni	Athni
2 Belgaum	Belgaum
3 Chandgad (Peta)	Chandgad
4 Chikodi	Chikodi
5 Hukeri	Hukeri
6 Gokak	Gokak
7 Khanapur	Khanapur
8 <i>Parasgad</i>	<i>Saundatti</i>
9 Murgad (Peta)	Murgod
10. <i>Sampgaon</i>	<i>Bail-Hengal</i>

(2) BIJAPUR.

1 Badami	Badami.
2 Bagalkot	Bagalkot
3 Bilgi (Peta)	Bilgi
4 Bagewadi	Bagewadi
5 Bijapur	Bijapur
6 Hungund	Hungund
7 Indi	Indi
8 Muddebihal	Muddebihal
9 Sindgi	Sindgi

(3) DHARWAR.

Name of the Taluka or Peta.	Name of the Principle Town
1 <i>Bunkapur</i>	<i>Shiggaon</i>
2 Dharwar	Dharwar
3 Gadag	Gadag
4 Mundargi (Peta)	Mundargi
5 Hangal	Hangal
6 Hubli	Hubli
7 Kalghatgi	Kalghatgi
8 <i>Karajgi</i>	<i>Haveri</i>
9 <i>Ked</i>	<i>Hirkerur</i>
10 Navalgund	Navalgund
11 Nargund (Peta)	Nargund
12 Ranebennur	Ranebennur
13 Ron	Ron

(4) KANARA.

1 Ankola	Ankola
2 Honavar	Honavar
3 Bhatkal (Peta)	Bhatkal
4 Karwar	Karwar
5 Kumta	Kumta
6 Siddapur	Siddapur
7 Sirsi	Sirsi
8 Haliyal	Haliyal
9 Supa (Peta)	Supa
10 Yellapur	Yellapur
11 Mundgod	Mundgod

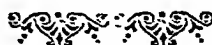
(5) KOLABA.

1 Alibag	Alibag
2 Karjat	Karjat
3 Khalapur (Peta)	Khalapur
4 Mahad	Mahad
5 Mangaon	Mangaon
6 Panvel	Panvel
7 Uran (Peta)	Uran
8 Pen	Pen
9 Nagochna (Peta)	Nagochna
10 Roha	Roha

(6) RATNAGIRI.

Name of the Taluka or Peta.	Name of the Principal Town.
1 Chiplun	Chiplun
2 Guhagar (Peta)	Guhagar
3 Dapoli	Dapoli
4 Mandangad (Peta)	Mandangad
5 Devgad	Devgad
6 Khed	Khed
7 Malwan	Malwan
8 Rajapur	Rajapur
9 Ratnagiri	Ratnagiri
10 <i>Sangameshwar</i>	<i>Devrukh</i>
11 Vengurla	Vengurla

Each Division is in charge of a Commissioner, each District in that of a Collector, taluka in that of a Mainlatdar and Peta in that of a Mahalkari. Several talukas have further been grouped together in each district and each such Sub-Division is placed in charge either of an Assistant or a Deputy Collector.



SECTION II.

Notes relating to Departments which have adopted this arrangement.

Criminal Justice]

The Department of Criminal Justice having been joined together with that of Revenue, each Collector is also a Dist. Magistrate, each Asst. or Depy. Collector a F. C. Magistrate, each Mamlatdar either a F. C. or a S. C. Magistrate, and each Mahalkari or Mamlatdar's Head Karkun a T. C. Magistrate. The Sessions cases are tried by District, Jt. and Asst. Judges, who are also Sessions, Addl. Sessions and Asst. Sessions Judges, with the help of Jurors or Assessors. The High Court has *judicial but not administrative* control over the Magistrates.

Land Records]

The Department of Land Records, is controlled by the Director having his head-quarters at Poona. For each Revenue Division he has under him a Superintendent. There are no separate district and taluka arrangements.

Medicine]

The Medical Department is under the Surgeon-General having his office at Poona. For the purpose of its report the Presidency Proper has been divided into the three Provinces, Gujrat, Deccan and Konkan. For all practical purposes however the Revenue Districts, each under the charge of a Civil Surgeon, are recognized, and so are the Taluka arrangements, each subordinate dispensary being in charge of a Sub-Asst. Surgeon. Such dispensaries are also located in some Municipal towns which are not taluka towns as well.

Education]

The Educational Department is controlled by the Director of Public Instruction having his head-quarters at Poona. The Principals of the several Arts, Science, and Technical Colleges, communicate directly with him, but the Secondary and Primary education is controlled by him through Divisional Inspectors whose respective jurisdictions have the same limits as those of the corresponding Revenue Officers. For the purpose of opening High Schools and posting Deputy Inspectors, the Revenue Districts are also recognized. Primary schools are opened wherever a Municipality or a District Local Board certifies their necessity and is prepared to pay its quota of expense.

The Income-Tax Department is controlled by the Revenue Commissioners as the Chief Revenue-authorities in their respective Divisions. They have nearly all the powers of the Local Government delegated to them. Under them are the Collectors of the Districts who hold the powers of the Commissioner of Income-Tax and the Assistant and Deputy Collectors who exercise the powers of the Collector of Income-Tax. Bombay town has a separate personnel for this department under the Collector of Bombay who for his purpose is the Commissioner.

Finance]

The Financial is controlled by the Acct.-General, Bombay, who has his separate staff for the head office, the district and subordinate treasuries being in charge of Huzur Deputy Collectors, and Mamlatdars and Mahalkaris. The actual cash is in some places kept with the respective local branches of the Bank of Bombay.

Municipalities]

The Municipalities in each of the Revenue Divisions are controlled by their respective Commissioners through the Collectors.

Police]

The Police Dept. is controlled by the Inspector-General having his head-quarters at Poona, assisted by two Deputies. For their convenience the Presidency Proper has been divided into two Ranges, Northern and Southern but the Revenue Divisions are fully recognized for other purposes, and there is a Superintendent assisted by one or more Assistants and Deputies according to exigencies for each district, whose limits are the same as for the revenue purposes. The sub-divisional and taluka arrangements differ, there being a larger number of Inspectors and Sub-Inspectors than of the Revenue Sub-divisions and talukas but the details thereof are not available.

Registration]

The Head of the Registration Dept. is the Inspector-General whose head-quarters are at Poona. It has no divisional arrangement but each district which is the same as for the revenue is directly under him. Still the following groups of districts have been made for the purpose of reports :—

1. *Gujrat* including Ahmedabad, Broach, Kaira, Panch Mahals and Surat.
2. *Konkan* comprising Kolaba, Ratnagiri and Thana.
3. *Deccan* comprising Ahmednager, East and West Khandesh, Nasik, Poona, Satara and Sholapur.
4. *Southern Mahratta Country* having in it Belgaum, Dharwar and Bijapur.
5. *North Kanara.*

The Collector of each district is also its District Registrar and has for each taluka under him a Sub-Registrar. For the purpose of inspection again, the following four groups have been formed :—

1. Ahmedabad, Broach, Kaira, Panch Mahals, Surat and Thana.
2. Ahmednager, Nasik, and East and West Khandesh.
3. Poona, Satara, Sholapur and Kolaba.
4. Belgaum, Dharwar, Bijapur, Kanara and Ratnagiri.

Agriculture and Co-operative Societies]

The Departments of Agriculture and the Co-operative Societies, have a common Director whose head office is at Poona. For the first he has under him two Deputies and one Extra Deputy in charge of the Northern and Southern Divisions and Konkan having their head-quarters at Poona, Dharwar and Ratnagiri respectively. The districts comprised in each of them are as follows :—

Northern Division.—Ahmedabad, Broach, Kaira, Panch Mahals, Surat, Poona, Nasik and East and West Khandesh.

Southern Division.—Dharwar, Belgaum, Bijapur, Sholapur and Satara.

Konkan.—Thana, Kolaba, Ratnagiri and Kanara.

For each of the Revenue Divisions again, there is an Inspector residing at Surat, Poona and Dharwar respectively. There are no separate district and taluka arrangements.

With respect to the Co-operative Societies, there is a Registrar whose office is at Poona. He is helped by an Asst. Registrar and a Personal Asst. There are no district and taluka arrangements. In the case of both the departments, the Revenue Officers are communicated with in case of need.

Excise and Salt]

The Excise and Salt Departments were till 1916-17 distinct though controlled ultimately by the same Commissioner. Since then they have been amalgamated. Under the new scheme, each Revenue Division is in charge of a Deputy Commissioner who manages through Asst. Collectors. The Revenue Districts are recognized but each has not necessarily a separate Asst. Collector. The groupings made for their charges are as follows :—

1. Ahmedabad and Mahikantha Agency areas ; 2, Kaira and Panch Mahals ; 3, Surat and Broach ; 4, Thana ; 5, East and West Khandesh ; 6, Nasik and Ahmednagar ; 7, Poona, Satara and Sholapur ; 8, Belgaum, Dharwar, Bijapur and Kanara.

Each Asst. Collector has a staff of Inspectors and Sub-Inspectors under him the details of whose charges are not procurable.

Customs and Opium]

The Customs and Opium Departments are also under the same Commissioner but for them he has one Collector who so far as the Customs is concerned, is assisted by several Asst. Collectors of the Imperial and Provincial Services. All of them have their headquarters at Bombay and there seems to be no further independent district and taluka arrangements in respect of them.

Public Works]

The Public Works Department is controlled by the Secretary to Government in that department. He has under him Superintending Engineers for each of the three Divisions of the Presidency Proper which are the same as for the revenue. Except that the Kaira and Panch Mahals districts and Surat and Broach districts have been linked together, the district limits are also the same, and each is in charge of an Executive Engineer. Their sub-divisions are not the same, each officer being in charge of 2 or more talukas. The details thereof are not available.

For big irrigation works there are separate arrangements in the districts. Thus, the whole of Gujrat constitutes one Irrigation District, so do Nasik and Ahmednagar. Poona has two Irrigation officers, one especially for the town and the other for the districts. Dharwar has one only. The two big Canal works in the Presidency Proper are the Nira Canals, and the Pravara Canals. The latter is comprised in one district only separately named, but the former has three main divisions, the Right Bank, the Western and the Eastern Districts and the first of these has three sub-divisions, namely, the Malsiras District, the Lake Whiting District and Lonand District.

The Sanitary Engineer to Government has under him two Divisional Officers of the rank of Executive Engineers, one for the Northern Sanitary District whose head-quarters are at Ahmedabad and the other for the Southern Sanitary District having his office at Belgaum. The latter is also assisted by one Asst. Engineer residing at Lonand in Poona.



CHAPTER II.

Administrative Arrangements by the
Other Departments.

Civil Justice]

(a) Gujrati Districts.

Name of the Districts.

Names of the Towns.

- | | | |
|---|-----|--|
| 1. Ahmedabad, (comprising the Ahmedabad, Kaira and Panch Mahals districts). | ... | Ahmedabad, Dholka, Viramgam, Dhandhuka <i>and</i> Gogo, Kaira, Nadiad, Kapadvanj, Bor-sad, Umreth, Godhra and Dohad. |
| 2. Broach | ... | Broach, Ankleshwar, Jambusar and Wagra. |
| 3. Surat | ... | Surat, Bulsar and Olpad. |

(b) Marathi Districts.

- | | | |
|--|-----|---|
| 1. Thana, (comprising the Thana and Kolaba districts). | ... | Thana, Bassein, Dahanu, Kalyan, Murbad, Bhiwandi, Alibag, Pen, Panwel, Roha and Mahad. |
| 2. Khandesh (comprising East and West Khandesh.) | ... | Jalgaon, Bhusawal, Amalner, Chalisgaon, Erandol, Yawal, Dhul-lia, Nandurbar and Shirpur. |
| 3. Poona | ... | Poona (Haveli) <i>and</i> Vadgaon, Talegaon <i>and</i> Saswad, Khed, Júnar and Baramati. |
| 4. Nasik | ... | Nasik, Pimpalgaon, Malegaon. Yeola, Satana and Sinnar. |
| 5. Ahmednagar | ... | Ahmednagar, Rahuri <i>and</i> Kopergaon, Shevgaon <i>and</i> Nevasa, Karjat <i>and</i> Jamkhed, Sangamner and Parner. |
| 6. Satara | ... | Satara, Rahimatpur <i>and</i> Dahi-wadi, Karad <i>and</i> Patan, Islampur, Tasgaon <i>and</i> Vita and Wai. |
| 7. Sholapur | ... | Sholapur, Karmala <i>and</i> Madha, Sangola <i>and</i> Malsiras, Barsi and Pandharpur. |

Ratnagiri, Vengurla, Malwan,
Rajapur, Devgad, Chiplun, Da-
poli and Devrukh.

(c) Kanarese Districts.

1. Belgaum ... Belgaum, Gokak, Athni, Chi-
kodi and Bail-Hongal.
2. Bijapur ... Bijapur, Bagalkot and Mud-
debihal.
3. Dharwar ... Dharwar, Gadag, Hubli and
Haveri.
4. Kanara ... Karwar, Honavar, Sirsi and
Kumta.

Each of the Districts is in charge of a District Judge, who is assisted by one or more Asst. Judges according to exigencies, each principal subordinate Judge's Court at the District towns, in that of a First Class Subordinate Judge, and each Joint Court at the head-
quarters, or Subordinate Court at the inland towns in that of a
Second Class Subordinate Judge.

For the purpose of inspection, the Presidency has again been divided into four parts, each of the groups (a) and (c) being in the hand of one man, while the group (b) has been sub-divided into two, the one comprising the Poona, Satara, Sholapur and Ahmednagar Districts and the other the rest.

Forest]

For the purpose of this department the Presidency Proper has been divided as under :—

1. Northern Circle ... Panch Mahals, North Thana
West Thana, East Thana, South
Nasik, North Nasik, and Nasik
sub-division.
2. Central Circle ... East Khandesh, West Khan-
desh, North Khandesh, Poona,
Satara, and Kolaba.

3. Southern Circle	...	Kanara Northern Division.
	"	Eastern "
	"	Central "
	"	Southern "
	"	Western "
		Belgaum, Dharwar, Bijapur and Ratnagiri.

Each Circle is in charge of a Conservator or Deputy Conservator of Forests and each of its sub-divisions called a "Range," in that of either an Asst. or Extra Asst. Conservator. There are no further sub-divisions of these "Ranges."

Jail]

This department is under the control of the Inspector-General of Prisons assisted by a Personal Assistant, the head-quarters of both of whom are at Poona. In the Presidency proper there are only two Central Prisons, one at Ahmedabad in Gujrat and the other at Yaravda near Poona in the Deccan, where only long-term prisoners are kept. For short-term prisoners there are District Prisons at Rajkot, Thana, Dhulia, Dharwar, Bijapur, Karwar and Ratnagiri and a Special Prison for the Deccan Gang at Visapur in Ahmednagar. Each of these is in charge of a Jailor and has a medical man for attending to the health of the convicts.

Sanitation]

It is controlled by a Sanitary Board having the Commissioner C. D., as its President; the Secretary to Government, General Department and the Chief Engineer and Joint Secretary to Government, P. W. D., the Sanitary Commissioner for and the Mechanical Engineer to the Government of Bombay as Ex-officio members, one non-official member and the Sanitary Engineer to Government as a member and the Secretary. The Executive work in the Presidency Proper is done by the Sanitary Commissioner having his office at Poona, assisted by a Personal Assistant at the head-quarters. For the District work he has four Deputies under him whose head-quarters are at Ahmedabad, Nasik, Ahmednagar, and Belgaum. The groupings of the districts made for their charges are as follows :—

Ahmedabad	... Ahmedabad, Kaira, Panch Mahals, Broach and Surat.
Nasik	... East and West Khandesh, Nasik, Thana and Kolaba.
Ahmednagar	... Ahmednagar, Poona, Satara and Sholapur.
Belgaum	... Belgaum, Dharwar, Bijapur and Kanara.

This department does not seem to have any further Sub-Divisional or Taluka arrangements.

Posts and Telegraphs]

This is an Imperial Department. Its Provincial Head in this Presidency is the Post Master General, Bombay, who controls both the branches through Deputies. The divisions of the Presidency together with the Native States' territories comprised therein for the Postal work are :—

Division.	Head-Quarters.
North Bombay City	... Bombay.
South do.	... Do.
Ahmedabad	... Ahmedabad.
Kaira	... Baroda.
Surat	... Surat.
Khandesh	... Dhulia.
Ahmednagar	... Ahmednagar.
Nasik	... Nasik.
Deccan	... Satara.
Poona	... Poona.
Belgaum	... Belgaum.
Dharwar	... Dharwar.
Konkan	... Ratnagiri.
Cutch	... Bhuj.
Bhavnagar	... Wadwan Camp.
Rajkot	... Rajkot.
Indus Right Bank & Persian Gulf.	... Karachi.
Indus Left Bank	... Sind Hyderabad.

Each is in charge of a Superintendent. The details of the subordinate charges under them are not available.

For the Railway Mail Service, there is an Inspector-General having his Sadar Station at Poona, who has under him three Divisions each in charge of a Superintendent. The details are :—

<i>Division.</i>	<i>Head-Quarters.</i>
W.	... Ahmedabad.
F. M.	... Bombay.
B.	... Poona.

The details of the Subordinate Staffs under them also are not procurable.

There are General Post Offices in charge of Head Post Masters, only at Ahmedabad, Surat, Baroda, Poona, Belgaum, Hyderabad, Karachi and Aden.

It is not thought fit to encumber these pages with a list of the Sub-Post Offices which can be found behind the Postal Guide.

At the Government Central Telegraph Office at Bombay, there are under the Deputy Post Master General, Telegraph Traffic, one Superintendent, one Assistant Superintendent and several Deputies. There are also officers of the rank of Deputy Superintendents, at Ahmedabad, Karachi, Poona and Belgaum. The details of their charges are not available.

Besides the Telegraph Department combined with the Postal, there is a separate Imperial Government Telegraph Department which has its own peculiar territorial divisions irrespective of the limits of the Presidencies. The Bombay Presidency is included for its purposes in the Southern Circle which is in charge of the Director of Telegraphs Engineering having his head-quarters at Bombay. He is assisted by a Deputy Superintendent and there is a Superintendent for each of the following divisions under him :—

<i>Division.</i>	<i>Head-Quarters.</i>
Bombay	... Bombay.
Nagpur	... Nagpur.
Ajmere	... Ajmere.
Karachi	... Karachi.

The Superintendent, Bombay Division has under him 3 Deputies, two of them residing at Bombay and one at Belgaum, that of Nagpur has one at Nagpur and a second at Jubbulpore, that of Ajmere, has four, two of them staying at Ajmere, one at Ahmedabad and one at Mhow and that of Karachi has three, all residing at the Sadal Station.

The Mint and the Stamps and Stationery Departments have no staff for the Presidency, all their officers staying permanently at Bombay.

The Ecclesiastical and the Marine Departments having no connection with the Civil administration and the Political, none with the British territory, have not been noticed in this volume.

CHAPTER III.

General Description of the Districts.

AHMEDABAD.

This district the northernmost in the Presidency, is with the exception of the Prantij taluka and the Modasa and the Gogha petas, bounded on the north by the Gaekwar's territory, on the east partly by the Kaira District, partly by the Baroda and Cambay States' territories and partly by the Gulf of Cambay, on the south partly by the Kathiawar Agency territory and partly by the Gulf of Cambay and on the west by the former. The Prantij taluka and the Modasa petas have been separated from the main portion of the district by the Mahikantha Agency and the Gaekwar's territories, the former being on all the sides of Modasa and on the north, the east and the south of Prantij and the latter to its west. The first forms as it were a compact island while the second is composed of islets in the sea of those native states. The Gogha peta having been similarly separated from the major portion of the district, is bounded on all the sides by the Kathiawar Agency territory.

The river Sabarmati flows through it north to south. Its course lies to the west of the Ahmedabad City and to the east of Sanand, Dholka, and Dhandhuka talukas. The whole district has a flat surface.

Its total area is 3,854 square miles, and its population according to the Census of 1911 was 827,809 souls, 90 per cent. of them being Hindus, 9 per cent. being Mussalmans, and 1 per cent. being composed of Christians, Jews, Parsis, and others. The rainfall is generally very light except in the Modasa peta, the average varying from 27" to 35". The cold is very severe in November to February, and from March to May the heat is intense. February to June are the healthiest months and October the most sickly.

The chief mineral products are earth suitable for making saltpetre in the Viramgam taluka, veined agates near Ranpur in Dhandhuka and nodular limestones and building stones in the Gogha peta. The soil is of two qualities, the black and the light. The principal crops are bajri and juvar generally, wheat in Dholka, Dhandhuka, Viramgam, Sanand, and Gogha, cotton in Dholka, Dhandhuka and Viram-

gam, rice in Daskroi, linseed in Dholka, rapeseed in Viramgam, indigo in Daskroi, and sugarcane in Dholka, Dhandhuka, Sanand and Daskroi. The garden crops are plantains, chillies, ginger, garlick and other condiments useful in the kitchen. The principal articles of manufacture are salt, saltpetre, pottery, gold and silver ornaments and threads, gold foils, copper and brass utensils, silk and cotton cloth, paper, snuff and soap.

KAIRA.

Situated in the north of the Presidency, this district is bounded on the north by the Palanpur Agency territory, on the east by the river Mahi beyond which are the Panch Mahals district and the Baroda State territory, on the south by the Baroda and Cambay State territories and the Gulf of Cambay and on the west by the Cambay State territory and the Ahmedabad district.

The river Mahi flows to its east, north to south. It has a flat surface like that of the Ahmedabad district.

Its total area is 1,600 square miles, and its population according to the latest Census was 6,91,744 individuals of whom 90 per cent. were Hindus, 9.5 per cent. Mussalmans, and .5 per cent. Christians and Parsis. It has no mineral products except large heaps of iron slag, near Kapadvanj. The soil is of four varieties, the light, the black, the medium, and the alluvial. The principal agricultural products are bajri, kodra, bavto, rice, juvar, wheat, tobacco, cotton, safflower, indigo, poppy, hemp, sugarcane, spices, and mulberries for silk. The chief articles of trade are cotton, cotton-seed, ghee, grains and seeds, mowra, metals, molasses, piece goods, sugar, tobacco and sundries, of which ghee and tobacco are the principal items of export only. Weaving, calico-printing, and dyeing, generally in the district, and soap-making, and glass-making in Kapadvanj only, are the principal industries.

The climate is pleasant and bracing from November to February, from March to May the heat is intense, and from June to October the weather is trying and oppressive.

PANCH MAHALS.

This district with the exception of the Dohad taluka is bounded on the north and the east by the Rewa Kantha Agency territory, on the south by the same and the Baroda State territory and on the west partly by the latter and partly by the Mahi River beyond which is the Kaira District. The Dohad taluka is surrounded on west and partly on the north and the south by the Central India Agency territory and on the east and partly on the north and the south by the Rewa Kantha Agency territory.

The river Mahi flows to the west of its northern portion. The surface of the major portion of the district is flat except in the north-eastern and south-eastern portions where there are small hillocks—while that of the whole of the eastern half of the Dohad taluka, is studded with hills of the Satpuda Range and that of the western half is plain.

It has a total area of 1,595 square miles, and a population of 3,22,695 persons, of whom 93.78 per cent. are Hindus, 6.19 per cent. Mussalmans, and .3 per cent. is composed of Christians and Parsis. The climate is generally dry and healthy. The intensity of heat and cold there does not differ much from that in the Ahmedabad district.

This district is richer in mineral products than the other Gujrat districts, the chief products being iron, lead, talc and building-stones. The qualities of the lands are various, the principal of them being light, medium black, dull black, and alluvial. The agricultural products are maize, bajri, wheat, sugarcane, poppy, gram, hemp and oil-seeds. The articles of trade are cocoanuts, grain, hardware, oils and oil-seeds, mowra, piece-goods, timber, tobacco, and sundries. The only industry of special interest is that of lac bracelets in Dohad. The other industry is that of comb-making in Jeswada and Gangdi villages of that taluka. Paper, soap and grass-oil industries which formerly existed have died out. Cloth-bleaching, calico-printing, silk-weaving, and sword-making for which Champaner was once famous have entirely disappeared.

BROACH.

The district of Broach is composed of two peninsulas situated on the northern and southern banks of the Narbada River. The

bigger one including Broach proper is bounded on the south by that river, on the west by the Gulf of Cambay, on the north by the Mahi river and on the east by the Baroda and Rajpipla State territories. The smaller comprising the Ankleshwar taluka and Hansot peta is bounded on the north by the Narbada river, on the west by the Gulf of Cambay, and on the south by the Kim river and on the east partly by the Baroda and partly by the Rewa Kantha Agency territory.

Besides the Narbada and Kim rivers, the Dhadhar river flows through this district east to west, to the north of Amod and Wagra talukas. The soil of this district, is flat throughout.

It has a total area of 1,458 square miles, and a population of 3,06,717 men. Of these 79.43 per cent. are Hindus, 19.67 per cent. Musalmans, .87 per cent. Parsis, and .03 per cent. Christians. The average rainfall varies from 23" to 33". The climate is as healthy as that of any other part of Gujrat and is more pleasant than that of the parts situate further from the sea.

With the exception of a conglomerate stone found in Sahol in Ankleshwar taluka and limestone obtained in Panoli, Samor, and Obha in the same taluka the plain of Broach is destitute of mineral products. The soil, broadly speaking, is either light or black. Amongst the agricultural crops of the district, cotton holds the first place, 44.7 per cent. of the soil having been devoted to that crop. Rice or kodra is generally sown with it. Juvar is the next product raised in abundance. Then come wheat, rice, bajri, tobacco, hemp and mulberry trees in order. Scientific cultivation has been introduced in parts of the Hansot peta. The articles of export are cotton, grain, mowra flowers, Malwa opium, and coarse piece-goods. Those of import are yarn, metals, sugar, piece-goods and timber. The industries in which the people are generally engaged, are cotton ginning and pressing in general, cutlery in Amod, soap and paper making on a small scale in Ankleshwar, and calico-printing, and the manufacture of ivory armlets, and toys in Jambusar.

SURAT.

This district is composed of four parts, the first consisting of the Chorasī taluka bounded on the south partly by the sea and partly by

the Sachin State territory, on the west and the north by the river Tapti, and on the east by the territories of the Sachin and Baroda States, the second consisting of the Olpad taluka, having the river Kim as its northern boundary, the sea, southern and western and partly the Tapti river and partly the Baroda territory as the eastern boundary, the third consisting of the Mandvi and Bardoli talukas and the Valod peta, having to its north partly the Baroda and partly the Rajpipla State territories, to its east the former, to its south the same and the Jalalpure taluka, and to the west the Sachin State territory and the fourth comprising the Jalalpure, Chikhli, Bulsar and Pardi talukas, bounded on the north by the Sachin territory and the Bardoli talukas, on the east by the Baroda, Bansda and Dharampure State territories, on the south by the Thana district and Portuguese territory, and to the west by the sea.

The only big river passing through it is the Tapti which runs east to west and then turns southwards to meet the sea at Dumas. Kim flows to the north of the Olpad taluka. There are also two small rivers to the north and to the south of the Jalalpure talukas. The surface is mostly flat except that of the northern part of the Mandvi taluka which is somewhat hilly.

Its total area is 1,669 square miles and population according to the last Census, of 6,54,109 souls, whereout 88 per cent. are Hindus 9.4 per cent. Mussalmans, 2.57 per cent. Parsis, and .03 per cent Christians.

As regards climate the district of Surat consists of two parts, one of equable temperature under the influence of sea-breezes, and the other beyond their influence, and subject to changes in heat and cold almost as great as in the more northern parts of the Province. Except in the neighbourhood of rivers which carry the breeze inland, this influence does not as a rule extend to more than 8 to 10 miles from the coast. The rainfall in that region is lighter than in the other, the average varying from 30" in Olpad to 72" in Chikhli. Of the inland parts, Mandvi in the east, and Pardi in the south are the most unhealthy talukas. May is generally the healthiest, and October the most unhealthy and unpleasant month of the year.

Building stones of various sorts obtained from the Mandvi, Olpad, Chorasi, Bulsar and Chikhli talukas, and iron stones from Bulsar and Pardi only, are the only mineral products of the district.

The soil is of three varieties, the light, the black, and the mixed. The principal crops are those of rice in Chikhli, Bardoli, Jalalpore and Bulsar, Juvar in Chorasi, Olpad and Mandvi, cotton within a radius of fifty miles of the borders of the Broach district to the north, Kodra and Nagli in the southern parts, and sugarcane and castor oil-seeds in Jalalpore and Bulsar. Tobacco and pulses are generally grown in small quantities. The principal articles of trade are grain, cotton, timber, oil, molasses, yarn, metal, piece-goods, silk and sundries.

The chief industries are spinning and weaving of cotton both by hand and by machinery, of silk and brocade, calico-printing, embroidery, lace-making, wood-work and miscellaneous, consisting of spangle (Chandla) making, ivory-work on wood, and making preparations of mercury such as Raskapur, Rassindur, and Hinglok.

THANA.

This District is naturally divided into two parts, one consisting of the Salsette taluka and the other of the rest of the district. Salsette is bounded on the north by the creek passing from Bassein to Thana, on the south by the Mahim creek and beyond it by Bombay, on the east partly by the Thana creek and partly by the Kalyan taluka, and on the west by the sea. The bigger portion has the Surat district and the Portuguese and Dharampore state territories to the north, the Nasik, Poona and Ahmednagar districts to the east, the last and Kolaba districts to the south and the sea to the west.

There are creeks flowing in this district at Arnala near Virar, and at Bassein and Thana. Except the parts of the Umbergaon, Dahnu, Mahim, Bassein and Bandra talukas to the west of the B. B. & C. I. Railway, the district is all over studded with hills of the Sahyadri Range.

It has a total area of 4,000 square miles, and a population according to the latest Census of 8,82,309 souls of whom 90 per cent. are Hindus, 5 per cent. Mussalmans, 4.4 per cent. Christians and .6 per cent. others. The climate like that of the rest of the Konkan, is exceedingly moist for fully half the year, the rainfall being very great and often beginning in May. The average rainfall fluctuates between 64" and 156". Inland, the supply of rain averages considerably more than on the coast and is less towards the north than

towards the south. During March and April the hot winds are felt inland but never on the coast. The October air is generally accompanied with malaria. The cold weather is much shorter and less bracing than in the Deccan and in Gujrat.

Thana is entirely without workable minerals. There are traces of iron in the highest hills but it is nowhere found in a sufficiently workable quantity. The only other mineral of which there are traces, is sulphur in the Vajrabai springs near Bhiwandi. Except in Dahanu, Mahim and Bassein, trap-stone is found all over the district. Good read-metal is found without difficulty, good silicious sand in all the creeks and rivers, and lime-stones in large quantities near Andheri and Gorai in Salsette. Pearls in a small quantity are found in the Thana creek between Belapur and Thana. Their size varies from that of a poppy-seed to that of a grain of millet.

The main division of the soil is into salt and sweet. The latter is either black or red. Amongst the crops, rice heads the list. Then come *nachri*, *auri* and *karik*, in order, grown throughout the district. Wheat is grown only in the Dahanu taluka, *karri* also in the same, and Bhiwandi taluka, and pulses particularly in Shahapur, Murbad and Bhiwandi, sugar-canes and plantains in Bassein and Dahanu, ginger and betel-leaves in Mahim, chillies in Bhiwandi, mangoes mostly in Salsette, cocoa-palms there and in Bassein and Mahim, and betel-palms at Bassein.

Of imports the chief are, iron, kerosine oil, oil-seeds, grain, *moara* flowers, groceries, tobacco, cotton twist and cloth, sugar, hardware, liquor, glassware, furniture and paper. The principal articles of export are, salt, rice, bones, hides, lime, molasses, sugar-cane, plantains, vegetables, fish, and pans in Salsette and liquor. The Thana salt grown in the pans in Salsette and Bassein talukas goes not only to the towns in this Presidency but in the others as well. The principal industries are salt-making and silk-weaving in Thana proper, cotton-weaving in Thana, Sopara, Beling, and Papdi, sugar-making and plantain-drying in the Bassein taluka and cane-work and Persian and cotton carpet-making in the Thana Jail.

— AHMEDNAGAR.

The taluka Jamkhed excepted, the rest of the district is bounded on the north by the Nasik district, on the east by the Nizam's

dominion, on the south by the Poona and Sholapur districts and on the west by the former and the Thana district. The Jamkhed taluka is surrounded on all sides by the Nizam's Territory.

The only river passing through this district is the Mula which flows west to east and the only town of importance by which it passes is Rahuri. The surface is covered all over with hills except in the Kopergaon, Shevgaon and Newasa talukas and the northern and eastern parts of Sangamner.

The total area of this district is 6,666 square miles and the total population according to the latest Census, 9,45,305 men, of whom 94.05 per cent. are Hindus, 5.27 per cent. Mussalmans, .64 per cent. Christians, .02 per cent. Parsis, and .02 per cent. consists of the Jews, Sikhs and Buddhists. The average rainfall there varies from 17" to 27". The climate is on the whole extremely genial. In the cold season the weather is dry and invigorating, from June till October also the climate is temperate and pleasant, and it is only the hot dry wind lasting from March to May that is rather oppressive.

Trap suitable for building is found all over the district, not in quarries but a few feet below the surface. A variety of compact dark-blue basalt occurs near Ahmednagar and lime-stone is found in three states, dusty, nodular, and crystalline, mostly on the banks of rivers and water-courses.

The chief divisions of the soil are into black, red and grey, including white. The principal crops are *jwari*, *bajri*, wheat, rice, *nachni*, barley, gram, pulse, oil-seeds and cotton and hemp in small quantities. The garden crops are sugar-canes, vines, tobacco, betel-leaves, vegetables and mulberries for silk. Grain, gram, oil-seeds, oil, cotton, country cloth, molasses, copper and brass utensils, horns, hides, and barks are the chief articles of export. Those of import are grain, cotton, sugar, salt, dry fruits, piece-goods, yarn, linseed, silk, metals, and sundries. Weaving of cotton cloth is the general industry of the district except Akola, Newasa, and Shrigonda. Ahmednagar has a thriving industry of copper and brass wares. Brass pots are also made at Amalner and Dongarkintu in Jamkhed. Glass bangles are made at Pomgiri in Sangamner, at Gardani Pimpaldari in Akola and at Dongarkintu in Jamkhed. Lastly saltpetre is made in 46 villages of Karjat, Kopergaon, Newasa, Sangamner, Shevgaon and Shrigonda.

KHANDESH (EAST AND WEST).

Originally the whole tract of territory bounded on the north by the Central India Agency, on the west by the Baroda state and the Rewa Kantha Agency, on the south by the Nasik district, and on the east partly by the C. I. Agency, partly by the Central Provinces, and partly by the Nizam's territory, constituted one entire district comprising an area of 10,400 sq. miles. Since 1906 it has been divided into two parts called the East and the West Khandesh, it being very difficult to administer so large an area single-handed. But except that Dhulia was made the capital of the smaller area called the West Khandesh and Jalgaon was raised to the position of a district town, no other change was effected. It is not therefore thought necessary in this chapter to treat the two parts separately except for the purposes of the boundaries, and condition of the surface.

East Khandesh.—This district has very clear boundaries, the C. I. Agency being to its north, the Central Provinces to its east, the Nizam's territory to its south, and partly West Khandesh and partly the Nasik district to its west.

The only river running through it is the Tapti which flows east to west in its northern part. Its surface is uneven being covered all over with hills except in some of the northern and the middle parts.

West Khandesh.—The boundaries of this district also are as plain as those of its counterpart in the east, the same being to its west, the C. I. Agency to its north, the Baroda and Dang States territories and the Rewa Kantha Agency to its east, and partly the Nasik district and partly the Chalisgoan taluka of the East Khandesh, to its south.

The Tapti river runs through it east to west, in its northern part. The surface of this district is covered all over with hills, except in the north-western parts which have somewhat even ground.

General.—The total area of the entire district is 10,400 sq. miles and its total population at the Census of 1911 was that of 16,15,609 men whereout 92 p. c. including the Bhil tribes were Hindus, 7.77 p. c. Musalmans, and .23 p. c. consisted of the Christians, Parsis and others.

Owing to a variety of height the climate varies greatly in different parts of the district. In the hilly parts and the forests the

rainfall is heavy and in the central part scanty and uncertain. The average at Dhulia varies from 11 to 32 inches. The cold season is generally pleasant and bracing: From the middle of February to that of June, the heat is very severe, the temperature sometimes rising to 111°. This is also the most unhealthy time of the year.

The mineral wealth of the district is almost nil. Trap-rock and building stones can however be had in plenty everywhere. The best quarry is in the bed of the river Vaghur near Bhusawal. Lime-stone is found in the black soil. Road metal is obtainable everywhere and so is clay useful for brick-making.

The principal crops are *jiwari*, *bajri*, wheat, maize, gram, pulse, oil-seeds, ground-nuts, hemp and physic-nut (*chandrajot*), cotton, mulberry, turmeric, safflower, poppy, sugar-cane, chillies, vegetables, ginger, carrots, onions, plantains, mangoes and tobacco.

The chief imports are salt, metals, cocoanuts, dates, groceries, oil, hardware, indigo, machinery, twist and piece-goods. Of exports the chief are cotton, grain, oil-seeds, *charoli*, earch-nuts, myrabolans, *moha* flowers, madder roots, timber, honey, wax, lac, hides and horns, *ghee*, grass oil, indigo and cloth. The crafts and industries in which the people of this district are generally engaged are: the working in gold, silver, brass, iron, stone, earth, clay and lime, wood-cutting, sugar and catechu-making, oil-pressing, liquor-distilling, cloth-making, silk and wool weaving and the tanning and working of leather.

NASIK.

Situate about the middle of the Presidency, its northern boundry is marked by West Khandesh, the western partly by East Khandesh, partly by the Nizam's Territory, and partly by Ahmednagar, the southern partly by, the last and partly by Thana, and the Eastern by the Dharampore State territory and the Thana district including the Jawhar state.

Godavari is the principal river flowing through its south-western part. The ground is hilly in the western and partly in the other parts.

It has a total area of 8,140 sq. miles and a population of 9,05,030 individuals, of whom 94.41 p. c. are Hindus, 4.37 p. c. Musalmans, and the rest consist of the Christians and the Parsis in the proportion of 8.1. The climate varies considerably in the different parts of the

district, the extremes of heat and cold being greater towards the east. That of Nasik itself and of the Western parts is in most respects the best in the Deccan. The abnormality in the weather is experienced in January and April. In the remaining ten months the temperature is equalised by a constant breeze from the west and the south-west. The average rainfall varies from 27" to 35".

The mineral products are stones, lime-nodules and trap useful for building purposes found all over the district. The arable lands are divisible into two classes, the hilly generally in the western parts and the plain in the eastern. The chief agricultural products are *bajri*, wheat, *jwari*, *nagli*, rice, gram, seeds and tobacco. The garden crops are sugarcane, vines, guavas, plantains, potatoes, ground-nuts, betel-leaves and vegetables. The principal exports are grains, oil-seeds, molasses, hemp, cotton and silk goods, copper, brass and silver utensils, onions, garlic and betel-leaves. The articles of import are raw silk and cotton yarn, metals, piece-goods, sugar, groceries, salt and sundries. The crafts in which the people are generally engaged are the making of copper and brass vessels, the founding of bell and white metals, and wood-turning at Nasik, silk-working at Yeola, Nag, Baligar, Andarsul, Bharan, and Mukheda, gold and silver thread-making at Yeola only, manufacture of cotton goods such as turbans, &c. at Nasik, Malegaon, Yeola, Chandor, Dindori and Sinnar, carpet-making at Malegaon, paper making on a small scale at Nasik, nitre-making in two villages of the Yeola taluka, and lac work at Nasik, Malegaon and Chandor.

POONA.

This district has a very irregular shape, the portion to the south of Poona and Dhond having more length than width. It is bounded on the north by Thana and Ahmednagar, on the east by the latter and a small portion of Sholapur, on the south by Satara, and the Bhore and Phaltan states' territories, and on the west by Thana and Kolaba and the Bhore state limits.

There are several rivers running through it but none so big as the Narbuda or even the Tapti. The only one of some importance is the Nira forming the southern boundary of the district. The ground is all hilly except in a small portion to the west of Junnar.

The total area of the district is 5,350 sq. miles with a population according to the Census of 1911, of 10,71,512 men of whom 94 02

p. c. are Hindus, 4.66 p. c. Musalmans, 1.05 p. c. Christians, .17 p. c. Parsis, 0.6 p. c. Jews, and the remainder consist of the Chinese, Sikhs and others. It is difficult to state the average rainfall for this district, so irregular and varied in different parts it is. Still dividing the district into three parts, the western, the central, and the eastern, it may be generally stated that the first having its eastern boundary passing through Junnar, Ghoda, Khed, Talegaon, Dabhade, and Sinhgad, has a heavy and certain rainfall, the second having its eastern boundary passing through Ana, Bela, Pabal, Loni, Saswad, Jejuri, and Valhi has a moderate but certain fall of rain, and the third stretching like a long tongue from this line upto Indapur is attended by an uncertain and irregular rainfall. The climate is dry and invigorating the air being lighter and more bracing and heat less oppressive than in most other parts of India. Sinhgad, Purandhar, Khandala, and Lonavla are the four sanitarium in the district. Indapur is the hottest taluka in this district, the temperature sometimes rising there in summer to 110°.

Except iron found in various places mixed with iron-clay this district has no metallic ores. The trap-rock almost everywhere yields good building-stone and road metal. The best quarry in the district is on the southern outskirts of the city of Poona. A variety of dark blue basalt found at Mahomed-wadi 5 miles south-east of Poona and at Uruli 18 miles to its east is used for making idols, pedestals for wooden pillars and inscription-slabs. Common salt is found in the bed of a rivulet at Kund Mavli, near the falls of the Kukdi river, between Sirur and Kavtha. Carbonate of Soda is found in a few places especially at Sirur. Sand for mortar, lime-stones and earth for making bricks and tiles are found in several places.

The soil is lighter in the west than in the east. It is divisible into three classes, black, red and coarse grey. The principal among the crops are *bajri*, *jwari*, maize, rice, *rala*, *nachni*, barley, *sav*, *vari*, gram, pulses, oil-seeds, cotton only in Indapur, hemp in all the eastern talukas, tobacco in the northern, dyes in the western and central parts, betel-leaves in Haveli, spices, ginger, chillies, sugar-canes, vegetables, fruits and silk in and near Poona. The existence of the Mutha and the Nira canals in this district contributes considerably to an increase in the garden crops there. The chief imports are grain, pulses, oil-seeds, cotton-seeds, *moha* flowers, salt, fish, metals, raw and refined sugar, tobacco, timber, hardware, indigo, twist, piece-goods, silk, porcelain, European liquor and sundries. Of

exports the chief are, among vegetable products, grain, cotton, raw sugar, vegetables, betel-leaves, roots and barks for dyeing, among animal products, honey, hides, and horns; and among manufactured articles, *ghat*, brassware, shoes, silk cloth, cotton cloth, ivory and wooden toys, and perfumes. As for the industries except cotton-weaving in 37 villages and towns, some small metal work, silk-weaving and paper-making at Junnar, the industries of the district centre in Poona and the neighbouring villages. The principal of them are, the making of brassware, silk cloth, gold and silver thread, glass bangles, ivory combs, clay figures, paper, iron pots, tape, felt and wooden articles. Even of cotton-weaving the chief centre is Poona, yet it is done also at Inlapur, Baramati, Pinpalwadi, Junnar, Jaswad, Kartha, Palasdev, and other minor towns.

SATARA.

The northern boundary of this district is formed by the Poona district and the Bhor and Phaltan state territories, the eastern by the Sholapur district and the Aundh and Sangli state limits, the southern by the Sangli, Miraj and Kolahpur state boundaries, and the western by the Rajnagiri district.

The principal rivers running through it are the Krishna and the Koyna whose courses lie through the western and southern parts. The ground is hilly throughout the district except in a strip in the eastern portion of it.

It has a total area of 4,792 sq. miles, and a population of 10,81,278 souls of whom 96.44 p. c. are Hindus, 3.45 p. c. Mahomedans, .08 p. c. Christians, and the rest consist of the Parsis, Sikhs, Jews and Buddhists. The climate is on the whole cool and dry and agreeable to the nervous and the dyspeptic. During January and early February the air is cool and bracing but the east winds are unpleasantly dry. Towards the end of February the air grows warmer and continues to be so till the middle of May when storms generally burst out bringing the first showers of rain. In June the sky remains cloudy and the sea-breeze blows violently. The regular monsoon sets in July and lasts till October. The cold weather commences in November and ends with January. Close to the Sahyadris and in the Sahyadri and Central belts the rainfall is the heaviest and in the Eastern belt which is far from the range it is

the lightest. With the exception of Malcolmpeth, Medha, Patan and Satara proper the average rainfall of the district varies from 30 to 40 inches.

Of mineral products iron ore is found in some villages of Javli, Patan and Shirala but its smelting formerly done by a section of the Musalmans is now discontinued. Building-stones, lime-stones and road-metal are found almost everywhere in the district, as well on the plains as on the hills, sand in river-beds, and clay for bricks and tiles on all the river banks. Salt was formerly produced in the Man taluka but it has now been stopped.

The soils belong to three classes, red in the hills and black and light-colored in the plains. This district has 6 water-works which supply water for agricultural purposes to the neighbouring parts. They are :—the Revari Canal on the Vasna, and Yerla Canal on the Yerla, the Gondoli Canal on the Man, the Mayni reservoir on the Vang, the Chikhli Canal on the Nandni and the Krishna Canal on the Krishna.

The chief agricultural products are *jwari*, *bajri*, wheat, *sav*, rice, *rata*, maize, barley, gram, pulse, oil-seeds, ground-nuts, cotton, tobacco, sugar-cane and vegetables. Of import, the chief articles are, Malabar timber, and other building materials, iron-bars, iron, copper and brass sheets, household furniture, salt, groceries, drugs, tools, appliances, wollen, cotton and silk cloths, pearls, ornaments and wooden toys. The principal exports are molasses, grain, earth-nuts, turmeric, tobacco, chillies, cotton, timber and cloth. The chief Satara crafts are the making of gold and silver ornaments, copper and brass pots, iron tools, stone-cutting, pottery, carpentry, cotton-weaving, dyeing, blanket-weaving, tanning and shoe-making. All these crafts, except dyeing which is practiced in large towns only such as Satara, Tasgaon, Karad, Wai and Rahimatpur, are general, *i. e.*, not confined to any particular locality.

SHOLAPUR.

This district with the exception of the Barsi taluka is bounded on the north by the Poona and Ahmednagar districts, on the west by the Nizam's dominions, on the south by the Bijapur district, and the Aundh and Jath states' territories, and the west by the Satara district and the Aundh and Phaltan states.

The principal river running through it is the Bhima near Akluj and Pandharpur. The surface in the southern, middle, and a portion of the northern parts is plain. That of the rest of the district is studded with hills.

It has an area of 4,521 sq. miles and a population according to the latest census of 7,68,330 souls, of whom 92.27 p. c. are Hindus, 7.54 p. c. Musalmans, 0.10 p. c., Christians, 0.02 p. c. Parsis, and the remainder consists of Jews, Sikhs and Buddhists.

The climate is generally agreeable and free from extremes of heat and cold. The seasons are of equal duration. From November to February the air is bright, clear and refreshing. The hot season lasts from March to mid-June. - From mid-June to October, the rainy season, the climate is generally pleasant. The average rainfall varies from 24 to 28 inches.

This district has no mineral wealth except building-stones, road-metal, and clay fit for making bricks and tiles which can be had almost everywhere.

The agricultural soil is of three varieties, black coarse, grey, and reddish. Cotton, wheat and tobacco are the principal crops. The others are, *jvari*, *bajri*, rice, maize, *rala*, *sav*, *rari*, barley, *tur*, gram, *kulith* or *kulthi*, *mug*, *udid*, peas and other pulses, oil-seeds, sugar-cane, chillies, *ganja*, vegetables and fruits.

The chief exports are cotton, grain, oil-seeds, earth-nuts, honey, wax, lac, hides and horns, cloth, carts, indigo, oil and *ghee*. The principal articles of import are building materials of all descriptions, copper and brass sheets and utensils, salt, cocoanuts, spices, oil, groceries, tools and appliances, piece-goods, gold, silver, pearls and jewels.

The Sholapur crafts which are of local importance only, are the dyeing of yarn at Sholapur, Valsang and Karmala, calico-printing at Sholapur, Barsi and Pandharpur, the spinning and weaving of cotton at many large towns, especially at Sholapur, the making of blankets at Pandharpur and Nátéputé in Malsiras, of gold and silver ornaments, chiefly at Sholapur, Barsi, Karmala and Pandharpur, of brass and copper vessels at Sholapur, Barsi, Vairag, Karmala, Pandharpur and other places, and of wood-work at Sholapur, Barsi, Karmala and Pandharpur.

ragi or *nachni*, tobacco and cotton. The trade of the district consists of the import of timber, teak, jack and matti, ironware, copper and brass vessels, glassware, furniture, grain, gram, grocery, oils, salt, European liquors, piece-goods, woolen and silk cloths, jewels, toys &c., and of the export principally of cotton, brassware, grindstones, grain, butter and cloth. Among industries, cotton-ginning and pressing, which are general, hold the first place : then come, spinning all over the district except at Belgaum, and Khanapur, carpet-weaving at Belgaum, Bail-Hongal, and Mugutkhan-Hubli, cloth-weaving at Belgaum, Chikodi, Sampgaon, Athni, Gokak and Khanapur, calico-printing at Murgod, Gokak and Manoli, thread-dyeing at Gokak and Manoli, silk-dyeing at Belgaum and Gokak, furniture and toy making at some places especially Gokak and Deshnur, and pottery and oil-pressing in general.

BIJAPUR.

This district has to its north the Sholapur district and the Akalkote and Nizam States' territories, to the east the last exclusively, to its south partly the same and partly the Dharwar district and to its west the Jath, Jamkhandi and Ramdurg states.

The Krishna river flows through it, west to east in the southern half. The ground is generally flat except in the south and in portions of the east and west.

The total area of this district is 5.757 sq. miles and its total population according to the Census of 1911 was 8,62,973 individuals of whom, 89.39 p. c. were Hindus. 10.50 p. c., Musalmans, .09 p. c. Christians, and .02 p. c., Parsis.

Except in Badami and Muddebihal the climate is dry and healthy. Bagalkote has the best climate and Badami the worst. Hungund is pleasant except in the hot months. The rain which is irregular averages 24 degrees and the district especially the north-eastern part is subject to draughts which bring on fever.

Out of mineral products gold is said to have been found in the Malprabha some time ago but now the sand is no where washed. Near Kajdoni, four miles north-west of Kaladgi are traces of copper. Iron-ore is found in many places south of the Krishna. Crystalline

The total area of this district is 4,500 sq. miles and its population at the time of the last Census was that of 10,26,005 men of whom 88.33 p.c. were Hindus, 11.39 p. c. Musalmans, .26 p. c. Christians, and the remainder consisted of the Jews, the Parsis and the Chinese. The climate is on the whole pleasant and agreeable. It is pleasantest in a tract lying parallel to the Sahyadi crest between the western forests and the treeless east, within whose limits lie Dharwar, Hubli, Kod, and Bankapur. Even in the hottest months from the middle of February to the middle of April, the temperature does not rise above 103 degrees. Then till the beginning of June come showers, of rain occasionally. From June till October fall the south-west rains which make the air cool and damp. The north-east rains fall in October and November. The cold season sets in in December and lasts till the middle of February. The Poona Harihar road divides the district into two belts, a west belt of steady and comparatively heavy rain and an east belt of uncertain and scanty rain. The average rainfall varies from 31 to 11 inches.

For tillage purposes Dharwar is divided into two parts, the damp west and the dry east. The staple crop is *jwari*. The others are *nachni*, *vari*, wheat, rice, tobacco, sugarcane, chilles, and cotton. The garden crops grown with the help of canal water in Bankapur, Hangal, Karajgi, Kod and Ranebennur are betel-leaves, plantains, betel-nuts, cocoa-nuts and mulberries.

The mineral products of the district are gold found on the banks of rivers and streamlets in Gadag, Ron and Ranebennur, Manganese in Dharwar and Kalghatgi, building-stones of various sorts mostly in the western parts of the districts, road metal in the black soil and sand and limestone in river-beds.

Among the articles of export cotton is the principal one. The other articles are cardamoms, betel-nuts, pepper, grain, copper and brass pots, *ghee*, oil-seeds, nutmegs, myrabolans, and hides and horns in small quantities. The imports consist chiefly of cotton and woollen cloth, cutlery, stationery, glassware and other miscellaneous articles of domestic use. The chief crafts are the ginning, spinning and weaving of cotton throughout the district, the weaving of silk goods at Annegeri, Betigiri, Dambol, Gadag, Hubli, Nargund, Navalgund and some other minor towns, the making of *jajams* at Hubli and Karajgi, hats at Hubli, blankets at Ranebennur, gold and silver

Below the Sahyadris, the arable land consists partly of sandy plains along the sea-shore, and the banks of rivers, and partly of narrow valleys among the hills, most of them watered by unfailing streams. The sandy soil is generally poor and much broken by salt-water creeks. The chief products of this kind of soil are, rice, cocoa-palms and betel-palms. Above the Sahyadris the soil is generally good. There the garden-crops are the staple products of the west and rice of the east. In the valleys at the foot of the Sahyadris and on its lower slopes are the rich palm and spice gardens which are the special glory of Kanara. The principal products of these gardens are betel-nuts, black and white pepper, betel-leaves, and cardamoms, whose trees are hidden amongst citron, orange, apple, plantain and numerous other fruit trees, rose and jasmine bushes and vegetables and shrubs of various sorts.

The agricultural products consist of rice, *nachni*, *jondhla*, jinjelly seed, turmeric, sugarcane, hemp, oil-seeds and pulses of diverse sorts.

Of export, the chief articles are imported cotton, myrabolans, rice, betel-nuts, cardamoms, black pepper, chillies, timber, ebony, blackwood, sandalwood, firewood, bamboos, salt, horns, hides, honey, wax and fish. The articles of import are cotton, coloured and white-twist, piece-goods, brim-stone, camphor, quinine, asafætida, cochineal, indigo, rice, grain, cutlery, implements, metals, oil, cotton-silk and woolen piece-goods, groceries, liquors and spirits.

Kanara is not a manufacturing district. The only craft for which it is well-known is sandalwood-carving which is done chiefly at Sirsi, Siddapur, Honawar, Kumta, and Ankola. The other crafts are metal-work which is done at almost all towns and large villages, horn-work done at Sirsi, Kumta, Honawar, Siddapur, Bilgi and Sonda, cane-work at Karwar, pottery both above and below the Sahyadris, oil-pressing and raw sugar-making in all agricultural parts, catechu-making on the coast and salt-making at Sanikatta ten miles north of Karwar.

KOLABA.

Kolaba is bounded on the north by the Thana district, on the east by the Poona district and the Bhor state, on the south by the Ratnagiri and Satara districts, and on the west by the sea except in

two Southern portions which are separated from the sea by the Janjira state territory.

The rivers of some importance running through it are the Amba in the north, the Kundlika or Roha and the Mandad in the middle, and the Savitri in the south. The ground is studded all over over with hills.

It has an area of nearly 1,500 sq. miles and had in 1911 a population of 5,94,166 souls of whom 94.43 p. c. were Hindus, 4.90 p. c., Musalmans, and the rest consisted of the Christians, Parsis, Jews, and others.

The year is divisible for the purpose of the seasons into four parts, the rains from June to September, damp hot weather from October to November, cold weather from December to March, and dry hot weather from March to May. The heat in April and May is very trying in the inland parts. On the coast line the heat is tempered by cool sea-breezes. The rain fall varies from 40" to 144" the average being 80". The climate of parts of Alibag, Roha and Pen is pleasant and healthy in May.

Of minerals iron is known to occur in the laterite in different parts of the district, but it is seldom worked nowadays, building-stone is found almost everywhere, sand is obtained in enough quantities in all rivers and creeks, and there is no dearth of road-metal anywhere.

There are four chief varieties of soil: diluvial and alluvial, powdered laterite and trap, clayey mould resting on trap and that containing marine deposits with much sand and other matter in concretion. The first is good for superior rice, the last for garden crops, the second for *nachni*, *vari*, *harik*, *udid* and *til* at intervals of three years and the third for inferior rice. The principal crops are: rice red and white, *tur*, gram and other pulse, *nachni*, *vari*, *til*, hemp betel-leaves, betel-nuts, mangoes and pine apples.

The chief articles of import are building materials such as timber, mortar, paints &c., household furniture such as glass, porcelain, copper and brass pots, &c., articles of food such as dried fruits, cocoa-nuts, betel-nuts, chillies, oil, tobacco, drugs, spirits &c., tools and appliances such as razors, knives, needles, carpenters' tools &c., and articles of dress such as silk, calico and woollen cloth, canvas, turbans, waistcloths, robes &c. The only articles of export are rice,

nachni, rari, pulse, cocoanuts, betel-nuts, salt, fowls, dried fish and firewood.

The principal crafts in which the people are generally engaged, are metal-work in all the towns, gold and silver thread-weaving at Alibag Chaul and Revdanda, cloth-weaving at Mangaon, Mahad and to a small extent at Alibag, wool-working at Mapgaon, Malgaon and Alibag, in the Alibag taluka and at Roha, dyeing at almost all the towns, wood-working at all towns and large villages, palm-tapping in villages of Alibag, Roha and Nagothna, salt-making at Alibag, Pen and Roha and good shoe-making at Mahad and Pen.

RATNAGIRI.

The Ratnagiri district is naturally divisible into two parts, one consisting of the Vengurla sub-division, and the other of the rest of the district. The latter has to its north the Kolaba district and the Janjira state territory, to its east the Satara district, and the Kolahpur state, to its south the Sawantwadi state and the Vengurla taluka, and to the west the sea. The former has to its north the rest of the district, to its east the Sawantwadi state, to its south the Portuguese territory and to its west the sea.

The principal rivers running through it are the Vashishti, the Savitri and the Shastri. The surface is chequered all over with hills except in a small portion on the western coast near Viziadurg.

Its total area is 3,789 sq. miles and its population according to the last census was that of 1,203,638 souls, of whom 92.33 p. c. were Hindus, 7.34 p. c., Musalmans, and the remainder consisted of the Christians and the Parsis in the proportion of 360.1.

The climate though moist and relaxing is on the whole decidedly healthy. The rainfall is abundant and comparatively regular. The supply of rain inland averages considerably more than on the coast and the fall is, other things being equal, heavier or lighter according as the point of observation is further from or nearer to the Sahyadri range. Mandangad is the only exception to this rule. The rainy season extends from June to the middle of October and the average fall varies from 101 inches to 109 inches. In winter, November-February, the cold is moderate. The heat from March-May, the summer season, is tempered on the coast line and about 15 miles inland by cool sea-breezes. Further inland the heat is a little oppres-

sive. Dapoli on account of its situation on a plateau, proximity to the sea-coast and good water is the healthiest place in the district.

Of minerals iron-ore is found near Malwan but it is now seldom worked; talc made into cooking-pots and dishes capable of bearing the strongest heat is obtained in several places below the laterite crust, building-stones of the blue basalt and laterite varieties at numerous places, sand or gravel in the beds of streams and rivers, shells for lime in the Ratnagiri creek, lime-stone in Rajapur and Devgad and good brick-earth in several parts of the district.

There are four chief varieties of agricultural soil namely, rice, garden, alluvial and upland. Garden land grows chiefly cocoanuts and betel-nuts. The alluvial yields crops of *tur*, sugarcane and hemp and in the south with the help of water, *nachni*. In *varkas* land are grown *nachni*, *vari*, and *harik*.

The only articles of export are salt-fish, shell-lime, cocoanuts and matted palm-leaves. The principal imports are food grains, molasses, tobacco, chillies, ground-nuts, turmeric, clarified butter, blankets, piece-goods, iron, glass-ware and numerous articles of luxury.

The principal industries are cotton yarn-spinning in a limited quantity in a few villages, the weaving of cotton piece-goods, carpets, towels, sheets, tapes, &c., at the Ratnagiri Jail factory, gold and silver ornament-making in almost all villages, earthen pot-making in scattered places, stone pot-making in the Malwan taluka, horn-work at Viziadurg, Rajapur and Malwan, cane furniture-making at the district jail, and salt-manufacturing at Ratnagiri, Malwan and Vengurla.



CHAPTER IV.

GENERAL DESCRIPTION OF THE TOWNS.

AHMEDABAD DISTRICT.

AHMEDABAD. Situate on the banks of the Salatmati river in the eastern part of the district, this city has a thriving Mill industry next only to that of Bombay in the whole presidency, which has enabled it to retain its reputation as the first city of Gujrat which it acquired in Mahomedan times, is the seat of the Commissioner, the Collector of the district, the Judge of the Ahmedabad Judicial district comprising the Ahmedabad, Kaira and Panch Mahals collectorates, the Superintendent of Land Records, N. D., the Divisional Inspector of Agriculture, the Educational Inspector, N. D., the Executive Engineer, Northern Sanitary District, the Talukdari Settlement Officer, Gujrat Districts, the Assistant Collector of Excise, Ahmedabad and Mahi Kantha, the Superintendent of Post Offices, Ahmedabad Division, the Superintendent Railway Mail Service, the Deputy Superintendent, Government Telegraph, the Superintendent of Central Prison, the Deputy Inspector-General of Police, N. D., and Nagat, E. and W. Khandesh and Nasik Districts, the Superintendent of Police, the Civil Surgeon and Superintendent, Lunatic Asylum, the Deputy Sanitary Commissioner, Gujrat Districts, the Executive Engineers, Gujrat Irrigation and Ahmedabad Districts, and is a centre of learning next only in importance to Poona. The railway station where meets the B. B. & C. I. Railway main line, with the Dholka, Viramgam, Palanpur and Prantij branches, is at a distance of $1\frac{1}{2}$ miles from the town. All sorts of conveyances are available there.

It is connected by a road running north-west with Nagar Parkar in Sind, by another running north with Palanpur and Deesa, by a third extending towards the west with Viramgam, by a fourth in the south-west with Dhandhuka and Gogha in Kathiawar, and by a fifth with Harsol in the north-east.

It has a Government Arts College, a Technical Institute, Government aided and unaided High Schools, a Medical School, Training Colleges for men and women, a Normal Class for women teachers, Commercial Classes, a Sanskrit Pathshala, a Deaf and Mute School, and numerous Gujrati and Urdu Primary Schools for

boys and girls. There are also a City Municipality, a Civil Hospital several private dispensaries aided and unaided, a District Treasury kept with a branch of the Bank of Bombay, Post and Telegraph Offices, and a Travellers' Bungalow. This town gets its water-supply from pipes and its climate is hot and dry.

DHANDHUKA. A town in the western corner of the district really forming part of Kathiawar, it is the head-quarters of the Mamlatdar of the taluka of the same name, and of the Sub-Judge of Dhandhuka and Gogha Courts, and is reached *via* Ranpur on the B. G. J. P. Railway which is at a distance of 18 miles from it. Conveyances can be had at the railway station.

It is connected on the north-east with Ahmedabad, with Gogha in the south-east, with Dholera and Khun also in the south-east and with Ranpur in the west.

It has a town Municipality, a Dispensary, a Post and Telegraph Office, an Anglo-Vernacular School, a Sub-Treasury, a District Bungalow and Primary Schools.

GOGHA. A port on the eastern Coast of Kathiawar, it is the head-quarters of the peta taluka of the same name, has a Sub-Judge's Court linked with that of Dhandhuka, and is reached *via* Bhavnagar on the B. G. J. P. Railway which is at a distance of 12 miles from it. Conveyances are available at the station.

Its only road connections are with Dhandhuka in the north-east, and with Bhavnagar in the same direction but by a different route.

It has a Municipality, a Dispensary, a Post and Telegraph Office, Travellers' and District Bungalows, a Sub-Treasury and Primary Schools.

DHOLKA. In the eastern portion of the district and to the south-west of Ahmedabad, this is the head-quarters of the taluka of the same name, has a Sub-Judge's Court, and is the terminus of the Ahmedabad-Dholka branch of the B. B. & C. I. Railway. The railway station is at a distance of $\frac{3}{4}$ th mile from the town.

It is connected by road only with Kaira in the east.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, an Anglo-Vernacular School, and Primary Schools.

PRANTIJ is the head-quarters of the taluka of the same name, situate like an island in the midst of the Palanpur Agency to the

north of the main portion of the Ahmedabad district and is the terminus of the Ahmedabad-Prantij branch of the B. B. & C. I. Railway, the railway station being at a distance of $\frac{3}{4}$ th mile from the town.

On the north-west, it is connected by a road with Patan and Bhabhar and thence with Nagar Parkar in Sind, on the north-east with Nasirabad through Ahmednagar south of Idar, with Harsol on the west and Jetalpur on the south.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

MODASA, the head-quarters of the taluka of identical name, composed of small bits of land situate in the midst of the Palanpur Agency territory like islets, is reached *via* Talod railway station on the Prantij branch of the B. B. & C. I. Railway which is at a distance of 30 miles from it. Bullock-carts are available at the station.

It is a very out-of-the-way place, having road connections with Lasundra south of Kapadvanj and with Kapadvanj, Mahudha and Nadiad by another route passing through Amaliana in the south-west.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools, and a Sub-Treasury.

SANAND. Situate in the western portion of the district, it is the head-quarters of the Sanand taluka and is at a distance of $\frac{2}{3}$ th miles from the railway station of the same name, on the Ahmedabad-Virangam branch of the B. B. & C. I. Railway.

It is quite near Ahmedabad which is towards the east and is connected with it by a road. On the other side *i. e.* towards the west, a road starting from it leads to Virangam.

It is provided with a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow and a Dharmashala. It has also an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

VIRANGAM is situate in the westernmost portion of the district, is the head-quarters of the taluka of the same name, has a Sub-Judge's Court, and a railway station which is the junction of the

Virangam, Wadhwan, and Kharaghoda branches of the B. B. & C. I. Railway.

It is connected by roads on the north with Balamir in the Rajputana Agency, through Patan and Deesa, on the east with Ahmedabad through Sanand and on the south with Limdi in Kathiawad.

It can boast of a Municipality, a Dispensary, Post and Telegraph Offices, a Travellers' Bungalow, a Rest House, an Anglo-Vernacular School, several Primary Schools and a Sub-Treasury. It has well-built houses and three lakes, one of them, called the Mansar being the most beautiful.

KAIRA.

KAIRA town, the head-quarters of the district, is situate towards its western corner, and is reached *via* Mehemdabad station on the B. B. & C. I. Railway from which it is at a distance of 7 miles. All kinds of conveyances including motor-cars are available at the station. It is also the seat of a Subordinate Judge, the Assistant Collector of Excise, Kaira, and Panch Mahals, the Superintendent of Police, the Civil Surgeon, and the Executive Engineer.

On the north-east a road from Kaira leads to Mehemdabad, the same continuing towards the south leads to Matar and then by a turn at right angles to Nadiad.

It has a Municipality, a Hospital, Post and Telegraph Offices, a Travellers' Bungalow, a Municipal High School, several Primary Schools and a District Treasury. It gets its supply of water from wells, and its climate is hot and dry.

ANAND. Situate in the south-west corner of the district it is the head-quarters of the Anand taluka and has a railway station where is the junction from which the Petlad-Cambay and Godhra-Ratlam branches of the B. B. & C. I. Railway line start.

So far as road connections are concerned, this town has little importance.

It has a Municipality, Post and Telegraph Offices, a Dispensary, two Anglo-Vernacular Schools, and a Sub-Treasury.

BORSAD, is a town situate in the south-westernmost corner of the Kaira district, is the seat of the Mamlatdar of the taluka, has a

Sub-Judge's Court, and is reached *via* Agas station on the Petlad-Cambay branch railway and Wasad station on the B. B. and C. I. Railway main line, from which it is at distances of $7\frac{1}{2}$ and 11 miles respectively. Conveyances are available at the former only.

The only two roads running to it are those from the above railway stations.

It is a Municipal town, and has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, two Anglo-Vernacular Schools, an Industrial School, and a Sub-Treasury. It has numerous sweet water wells and its climate is moderate and healthy.

KAPADVANJ. A town in the northernmost part of the district it is the head-quarters of the taluka of identical name, has a Subordinate Judge's Court, and is a railway station on the Gujrat Railway branch of the B. B. & C. I. Railway. Horse and bullock carriages are available there.

One road in the south connects it with Nadiad, another in the south-east with Dakor *via* Lasundra, a third with Harsol *via* Amaliana in the north and a fourth with the Modasa-Lasundra road.

It has the conveniences of a Municipality, a Post and Telegraph Office, a Dispensary in charge of an Assistant Surgeon, a District Bungalow, an Anglo-Vernacular School, several Primary Schools, and a Sub-Treasury.

MATAR, the head-quarters of the Matar taluka, in the southern portion of the district is reached *via* Mehemdabad railway station on the B. B. & C. I. Railway from which it is at a distance of $10\frac{1}{2}$ miles from it. All conveyances are available there.

By roads it is connected in the north with Kaira and Mehemdabad, and in the east with Nadiad.

It has no other conveniences except a Post Office and a Sub-Treasury.

MEHEMDABAD, the Sadr. station of the Mamlatdar of the taluka of the same name, is situate about the middle portion of the district and has a railway station on the Baroda line at a distance of only half a mile.

There are only two roads running from it, one to the south-west, connecting it with Kaira, and the other towards the east with Mahudha and thence with Kapadvanj and Dakor.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School Primary Schools, and a Sub-Treasury.

NADIAD. Situate in the middle of the district, it is the headquarters of the Nadiad taluka, and although Kaira is the district town, this is in all other respects, the most important town of the Kaira district. It has a railway station at a distance of only a quarter of a mile. Conveyances are available there.

It is connected by roads with Kapadvanj through Mahudha in the north-east and Matar in the west.

It is a Municipal town having Post and Telegraph Offices, a Dispensary in charge of an Assistant Surgeon, a District Bungalow, a Government High School, 2 Aided High Schools, an Industrial School, numerous Primary Schools, and a Sub-Treasury. The climate is moderate, dry and healthy and water-supply good and ample from wells.

THASRA, a town about the middle of the district, is the headquarters of the Thasra taluka, and has a railway station on the Anand-Godhra branch line at a distance of half a mile.

The only roads running from it are to Balasinor in the north-east and to Godhra via Padi in the east.

The conveniences available there are, a Post Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools, and a Sub-Treasury.

UMRETH. An important town in the Thasra taluka, it has a Subordinate Judge's Court, and a railway station on the same branch as Thasra, at a distance of half a mile from it.

It has no important road connection worth noting.

It has a Municipality, a Post and Telegraph Office, a Dispensary, and an Aided High School. The nearest Sub-Treasury is at Thasra, a distance of 3 miles.

PANCH MAHALS.

GODHRA, the head quarters of the Collector of the district, the Extra Assistant Conservator of Forests, the Superintendent of Police, and the Civil Surgeon, is situate in the north-eastern corner of the

western portion of it which has been separated from the eastern by the territory of the Rewa Kantha Agency. It has a Subordinate Judge's Court under the District Court at Ahmedabad and a railway station on the Godhra Rutlam branch of the Baroda Railway, at a distance of 1½ miles from it. Conveyances are available there. Passengers from the Bombay side change trains at Baroda and those from the Ahmedabad side at Anand.

One road running from it to the north leads to Lunawada another to the east to Dohad, and a third to Thasra *via* Padi on the other side of the river Mahi.

Being a district town it has a Municipality, a Hospital, Post and Telegraph Offices, a Travellers' Bungalow, a Government High School, an Aided Anglo-Vernacular School, a Normal Class for Christian Women Teachers, Primary Schools, and a Sub-Treasury under the Kaira District Treasury.

DOHAD. The principal town of the district in the eastern portion of it separated as above stated, from the western, it is the headquarters of the taluka of the same name, has a Subordinate Judge's Court, and a railway station at a distance of ¾ of a mile from it where conveyances can be had.

Besides the road leading to Godhra in the west, another leads in the opposite direction to Jabna, Amjhera, Dhar and Mhow in Central India and a third in the north takes travellers to Jhalod in the same district.

It is a Municipal town having a Dispensary, a Post and Telegraphic Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools, and a Sub-Treasury.

JHALOD. A town to the north of Dohad at a distance of about 20 miles, it is the head-quarters of the taluka going by the same name, and is reached *via* Dohad railway station by a cart road.

Besides that above-mentioned it has no other important road connection.

It has Post and Telegraph Offices, a Dispensary a Travellers' Bungalow, Primary Schools, and a Sub-Treasury.

KALOL. A town in the southern part of the western portion of the district, it gives its name to a taluka therein, and is reached *via* Derol station on the Godhra-Rutlam line from which it is at a distance of one mile. Bullock-carts are available there.

There is only one road which coming from Godhra, passes through this town to Halol, towards the south.

The conveniences obtaining there are a Post Office, a Travellers' Bungalow, a Dispensary, an Anglo-Vernacular School, Primary Schools, and a Sub-Treasury.

HALOL, to the south of Kalol at a distance of 7 miles, is reached by the same railway station as that town and by a road passing through it. It is the Sadr. station of the Mahalkari of the peta taluka of the same name.

It has no important road connection except that above-mentioned.

The only conveniences available there are a Post Office, a Dispensary, an Anglo-Vernacular School, Primary Schools, and a Sub-Treasury.

BROACH.

BROACH, a port-town on the northern bank of the river Narbuda, is the head-quarters of the Collector and the Judge of the district, the Superintendent of Police and the Civil Surgeon, and has a railway station at a distance of one mile from it. Conveyances are available there. It has a thriving cotton industry.

It is connected by roads with Baroda in the north-east, with Dabhoi also in the same direction but by a different road, with Ankleshwar in the south by a third and with Wagra in the north-west by a fourth.

It has a City Municipality, a Civil Hospital, Post and Telegraph Offices, a District Treasury kept with the local branch of the Bank of Bombay, a Government High School, an Aided High School, a Girls' High School and Gujrati and Urdu Primary Schools. It depends for its water-supply on the river and a few wells and its climate is dry and healthy.

AMOD to the north of Broach at a distance of about 24 miles is the head-quarters of the taluka and a railway station on the Broach-Jambusar Railway.

It is connected by roads with Palej station in the south-east, with Jambusar in the north-west, and Broach in the south.

It has a Municipality, a Post Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

ANKLESHWAR. Situate on the southern bank of the Narbuda river it is the Sadr. station of the Mamlatdar of the taluka, has a Sub-Judge's Court and a railway station on the B. B. & C. I. Railway at a distance of 1 mile from it. Conveyances are available there.

It has road connection only with Broach in the north and Hansot in the south-west.

It is a Municipal town and has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

HANSOT. It is a peta-taluka town situate to the south-west of Broach and is reached *via* Ankleshwar railway station from which it is at a distance of 13 miles. Bullock-carts are available at the railway station.

One road running from it connects it with Panaji station in the south-east, a second with Olpad in the south, on the other side of the river Kim, and a fourth with Ankleshwar in the north-east.

It has a Municipality, a Post Office, a Dispensary, a District Bungalow, an Anglo-Vernacular School and Primary Schools.

JAMBUSAR. Situate in the northern part of the district, it has a Mamlatdar's Kacheri, and a Subordinate Judge's Court, and is the terminus of the Broach-Jambusar Railway.

It is connected by road only with Amod and thence with Palej and Chamargaon stations on the B. B. & C. I. Railway.

It is a Municipal town, is furnished with a Post Office, a Dispensary, a District Bungalow, and has an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

WAGRA. To the north-west of Broach this is a small town having a Mamlatdar's Office and a Subordinate Judge's Court, and is reached *via* Samni station on the B. J. Railway from which it is a distance of 6 miles. Conveyances are not available at call at the railway station.

Being in the interior of the district, the only road leading to it is one starting from Broach.

It is provided with a Post Office, a Dispensary, a District Bungalow and a Primary School and has a Sub-Treasury.

SURAT.

SURAT. A port on the banks of the Tapti river, it is the headquarters of the Collector and of the Judge of the district, the Mamlatdar, Chorasi taluka, the Extra Assistant Conservator of Forests, the Assistant Collector of Salt and Excise, Surat and Broach Districts, the Superintendent of Post Offices, the Superintendent of Police, the Executive Engineer, and the Civil Surgeon, and has a railway station at a distance of $1\frac{1}{2}$ miles from the town where conveyances are available. It is a flourishing city having cotton, brocade, and silk-cloth industries.

There are some important roads running from it, one across the Tapti to Olpad in the north-west, connecting it with the Broach district, another towards the south-east with Bardoli and Valod, a third passing by Songad in Baroda territory on to Nandurbar in Khandesh towards the north-east where it meets that coming from the Rajpipla State and a fourth to Bhimpore and Dumas in the south-west.

It has a City Municipality, a Civil Hospital, Post and Telegraph Offices, a District Treasury kept with a branch of the Bank of Bombay, a Second Grade Arts College in its infancy, Government and Aided High Schools for boys and girls, Anglo-Vernacular Schools, a Government Middle School, a Middle School for girls, an Arts School, a Mahajan Industrial Home, a Commercial Training Classes, a College of Commerce, a Sanskrit Pathshala, and numerous Gujrati and Urdu Primary Schools. Drinking water is supplied to the town by pipes and its climate is moderate and healthy.

BARDOLI. Situate to the west of Surat at a distance of about 20 miles, it is the head-quarters of the taluka of the same name and is a station on the Tapti Valley Railway, the distance of the town from the station being $1\frac{1}{4}$ miles. Bullocks-carts are available at the station.

It is connected by road with Surat as above-mentioned with Valod in the south-east and with Navsari in the south-west.

It has a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

VALOD, is a taluka town to the south-east of Bardoli and is reached *via* Madhi railway station on the Tapti Valley Railway, the distance between the two being 8 miles. Bullock-carts can be had at the station.

Besides its road connection with Bardoli, it has that connection with Navsari in the Baroda territory.

It has a Post Office, a Dispensary, an Anglo-Vernacular School and Primary Schools.

BULSAR, the town next in importance to Surat in the district in which it is situate in its southern part touching the Portuguese territory and the Thana District, is the head-quarters of a big and fertile taluka of the same name, and has a Subordinate Judge's Court, and a railway station on the B. B. & C I. Railway at a distance of 1 mile, where conveyances are always available.

It is connected by roads only with Dharampore in the south-east and with Pardi in the south.

It is a rich Municipal town, has Post and Telegraph Offices, a Dispensary in charge of an Assistant Surgeon, a District Bungalow, an Aided High School, an Anglo-Vernacular School, several Primary Schools and a Sub-Treasury. The water supply got from wells and a pond is good and ample, and its climate is moderate and healthy.

CHIKHLI, is a town to the north-east of Bulsar, at a distance of about 12 miles, and is reached *via* Bilimora station on the B. B. & C. I. Railway, which is at a distance of 6 miles from it. Conveyances are available at the station.

Besides those with Navsari, Bilimora and Doongri stations on the Baroda Railway, it has no other road connection.

It has a Post Office, a Dispensary, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

JALALPORE. Situate about midway between Surat and Bulsar, it is the head-quarters of the taluka of identical name, and can be reached *via* Navsari station which is at a distance of 1 mile from it. Conveyances can be obtained there at all times.

It has no road-communication except with the Navsari station.

The only conveniences available there are a Post Office, a District Bungalow and a Sub-Treasury, but its proximity to Navsari, which is an important and rich district town in the Baroda territory provided with all possible amenities considerably minimises the hardships which would otherwise be felt.

Its only connection by road is with Jawhar of the Jawhar State under the Thana Political Agency.

It has a Post Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

UMBARGAON, a sea-port town is the head-quarters of the Mahalkari of the the peta taluka of identical name, and is reached *via* Umbargaon Road Station on the Baroda Railway, the distance between them being $4\frac{1}{4}$ miles. Bullock carriages are available there.

It has no other road connection except with the above railway station.

It has been provided with a Post Office, a Dispensary, and a District Bungalow, and has an Anglo-Vernacular School, Gujrati and Marathi Primary Schools, and a Subordinate Treasury.

KALYAN, the town next in importance to Thana in the district, has a Mamlatdar's Kacheri and a Subordinate Judge's Court and a railway station at a distance of $\frac{1}{4}$ th of a mile, which is a junction from which the North-East and the South-East Lines of the G. I. P. Railway bifurcate. All conveyances are available there.

Its only road connection is with Bhiwandi in the north-west.

It has a Municipality, Post and Telegraph Offices, a dispensary in charge of an Assistant Surgeon, a District Bungalow, an Anglo-Vernacular School, Marathi and Urdu Primary Schools and a sub-Treasury. It gets an ample supply of good water and its climate conditions are the same as those of Thana.

PALGHAR, a sea-coast town, is the headquarters of the Mahim taluka and has a railway station on the Bombay Baroda Railway at a distance of $\frac{1}{2}$ mile. Bullock carriages are available there.

It is connected by roads with Kelve Mahim in the south west and with Wada in the south-east.

It has a Municipality, Post and Telegraph Offices, a District Bungalow, a Primary School and a Sub-Treasury.

MAHIM or KELVE-MAHIM is a small coast town, $8\frac{1}{2}$ miles distant from Palghar station and connected with it by a road running south-west.

MURBAD is a town to the east of Kalyan at a distance of 19½ miles, has a Mamlatdar's Office and a Subordinate Judge's Court, and is reached *via* Kalyan station where all conveyances are available. The climate of this town is not healthy.

It is connected by roads on the west with Kalyan, and on the south-east with Junnar, Narayangaon, and Khed in the Poona district.

The only conveniences available there are a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Sub-Treasury.

BANDRA, the head-quarters of the taluka of the same name, is situate on the sea-coast quite adjacent to Bombay on the north, and is a railway station on the Bombay Baroda Railway, the distance from the station being one mile. All conveyances are available there. There is an ample supply of pipe-water. The climatic conditions are almost the same as in the suburbs of Bombay.

The roads running from it are, one to Bombay *via* Mahim across the creek and the other to Kurla on the G. I. P. Railway.

It has a Municipality, Post and Telegraph Offices, a Dispensary in charge of an Assistant Surgeon, three Anglo-Vernacular Schools, a Girls' High and Middle School for Europeans and Anglo-Indians and Marathi, and Urdu Primary Schools.

SHAHAPUR, is a town to the north-east of Thana, and to the north-west of Murbad, is the head-quarters of the Mamlatdar of the taluka of the identical name and is reached *via* Asangaon station on the North-East branch of the G. I. P. Railway, which is at a distance of 1½ miles from it. Conveyances are available there.

It has no road important connection except with the above station.

It has been provided with a Post and Telegraph Office, a Dispensary and a Travellers' Bungalow and has two Anglo-Vernacular Schools, Primary Schools and a Sub-Treasury.

MOKHADA, is a quite out-of-the-way place, to the east of Jawhar and to the west of Trimbak near Nasik between which and this town lies the Sahyadri range. It is the head-quarters of the Mahalkari of the peta-taluka of the same name, and is reached *via* Ghoti station on the G. I. P. Railway, N. E. Line, from which it is at a distance of 39 miles. Bullock-carts are available near the station.

It has no good and important road connection with any other place.

It is provided only with a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Sub-Treasury.

WADA. A town to the north of Bhiwandi at a distance of about 25 miles, it has a taluka Kacheri, and is reached from the Deccan side *via* Kalyan station on the G. I. P. Railway and from the Konkan side *via* Palghar station on the B. B. & C. I. Railway, the distances being $32\frac{1}{2}$ and $28\frac{1}{2}$ miles respectively. Bullock-carts can be had at both the stations.

It is not connected by roads with any other place except the above railway stations.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Sub-Treasury.

AHMEDNAGAR.

AHMEDNAGAR. Situate in the eastern part of the district, this is the seat of the Collector and of the Judge of the district, the Superintendent of Post Offices, Ahmednagar Division, the Superintendent of Police, the Assistant Commandant, Prisoners' War Camp, the Civil Surgeon and the Executive Engineer, Ahmednagar and has a railway station on the Dhond Manmad branch of the G. I. P. Railway at a distance of 2 miles, where all conveyances are available.

It is the centre of 8 roads, one running to Poona *via* Sirur, a second to Alel on the Khed-Sangamner road, a third leading to Dhond in the Poona district, a fourth to Karmala in Sholapur, a fifth through Kada, Jamkhed and Barsi to Sholapur, a sixth through Tisgaon and Shigaon to Aurangabad in the Nizam's territory, a seventh also to Aurangabad *via* Newasa, and an eighth through Rahuri and Kopergaon to Yeola in the Nasik district.

It has a City Municipality, a Civil Hospital, Post and Telegraph Offices, a District Treasury, a Travellers' Bungalow, 3 Aided Mission High Schools, a Girls' High School, Industrial and Lace Schools, a Sanskrit School and several Marathi and Urdu Primary Schools. The water-supply there is ample and good and its climate is dry and healthy.

AKOLA, a town situate in the north-western corner of the district, has a Mamlatdar's Office, and is reached *via* Belapur station on the D. M. Railway, the distance between the two being 46 miles. Bullock-carts are available at the station.

It is connected by road on the one hand with Sangamner, and on the other with Igatpuri in the Nasik district.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Sub-Treasury and a Primary School.

KARJAT. Situate in the south-eastern part of the district, it is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court, and is reached *via* Impri station on the D. M. Railway, which is at a distance of 33 miles. Conveyances are available, at the railway station.

One main road starting from it leads to Shrigonda, and a branch road connects it with the Shrigonda-Jamkhed road.

It has a Post Office, a Travellers' Bungalow, a Sub-Treasury and Primary Schools. Private medical aid is available there.

JAMKHED, the head-quarters of the taluka of the same name situate like an island in the midst of the Nizam's territory, has a Subordinate Judge's Court linked to that of Karjat and is reached *via* Jeur and Ahmednagar railway stations on the D. M. Railway, the distances being 35 and 47 miles respectively. Conveyances are available at both the stations.

It is connected by road on the north-west with Nagar, on the south-east with Barsi and on the south with Karmala, both the latter being in the Sholapur district.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Sub-Treasury and Primary Schools.

KOPERGAON, is a town in the north-east corner of the district having a Mamlatdar's Kacheri and a Subordinate Judge's Court linked to that of Rahuri, is a great irrigation centre, being the head-quarters of the Executive Engineer, Pravara Canal District, and has a railway station on the D. M. Railway, at a distance of 3 miles. Conveyances are available there.

It has road-communication with Yeola in the Nasik district in the north, and with Ahmednagar *via* Rahuri across the Ojhar canal in the south.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Sub-Treasury and a Primary School. The water-supply there is ample but the climate has of late grown unhealthy owing to the construction of irrigation-works.

NEWASA. Situate near the eastern corner about the middle of the district, it is the head-quarters of the taluka of identical name, has a Subordinate Civil Court linked to that of Shevgaon, and is reached *via* Belapur station on the D. M. Railway, the distance being 21 miles. Conveyances are available at the station.

Besides being on the Ahmednagar-Aurangabad road, it has no importance from the view-point of road connection.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Sub-Treasury and a Primary School.

PARNER is a town situate amidst hills to the south-west of Nagar, has a Mamlatdar's Office, and a Subordinate Judge's Court, and is reached *via* Sarola station on the D. M. Railway, which is at a distance of 16 miles from it. Conveyances are available at the station at mail times. For other occasions, horse conveyances must be previously arranged for.

It has three branch roads, two connecting it with the Poona-Sangamner road, and one with the Alel-Ahmednagar road.

The only conveniences available there are a Post Office, a Dispensary, a Sub-Treasury and a Primary School.

RAIHURI is a town situate about the middle of the district from all directions, is the head-quarters of the Mamlatdar of the Rahuri taluka, has a Subordinate Judge's Court, and a railway station at a distance of 2½ miles on the D. M. Railway, where conveyances can be had at mail times.

This town has only one road connecting it on the north with Yeola in the Nasik district, and on the south with Ahmednagar.

It is provided with a Post and Telegraph Office, a Travellers' Bungalow, and a Sub-Treasury, and has an Aided Anglo-Vernacular School and Primary Schools. The town depends for its water-supply on wells and a rivulet near by and its climate is moderate and healthy. There is a Mission dispensary at this place.

SANGAMNER. Situate in the hilly western portion of the district at a distance of 15 miles from Akola, it has a Mamlatdar's Office,

and a Subordinate Civil Court, and is reached *viz* Belapur station on the D. M. Railway, at a distance of 32 miles from it. Conveyances are available at the station at mail times.

It is connected by roads with Nasik *viz* Sinnar, with Poona *viz* Narayanganj and Khed, and with Igatpuri in the Nasik district *viz* Akola, and a branch road also connects it with the Yeola-Nagar road.

It is provided with a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow and a Sub-Treasury, has a Private High School, an Anglo-Vernacular School and Primary Schools. There is a good and ample supply of water from the Pravara river close by and the climate of this place is highly salubrious.

SHEVGAON. To the north-east of Ahmednagar and the south-east of Newasa, this is a head-quarters town, has a Subordinate Judge's Court, and is reached *viz* Ahmednagar station only which is at a distance of 42 miles. Conveyances are available at the station.

Through this town, one road passes from Ahmednagar to Aurangabad, another connects it with the second road running from and to the same towns through Newasa, and a third passes from it into the interior of the Nizam's territory.

It has a Post Office, a Dispensary, a District Bungalow, a Primary School and a Sub-Treasury.

PATHARDI is a small peta town having a Mahalkari's Office and is reached *viz* Ahmednagar station on the D. M. Railway, from which it is at a distance of 32 miles. Conveyances can be had at the station.

Its only important road connection is with Shevgaon in the north-west.

It has only a Post Office, a Primary School and a Sub-Treasury.

SHRIGONDA, the head-quarters of the taluka of the same name, in the south of the district, is reached by the Pimpri station on the D. M. Railway, which is at a distance of 4 miles from it. Bullock-carts are available at the station.

It has road communication with Jankhed in the north-east, with Karjat in the south-east, and with Pimpri station as above mentioned.

It is provided only with a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

EAST KHANDESH.

JALGAON. Situate about the middle of the district, this is head-quarters of the Collector, the Assistant Settlement Officer, E. and W. Khandesh, the Extra Assistant Conservator of Forests, the Superintendent of Police, the Executive Engineer and the Civil Surgeon, and has a Subordinate Civil Court under the District Judge of Khandesh whose head-quarters are at Dhulia, and has a railway station which is the eastern terminus of the Amalner-Jalgaon Branch Line, connecting the T. V. Railway with the G. I. P. Railway, N. E. Line.

It is connected by roads with Dhulia in the south-west, and Mhaswad in the south-east.

It has a Municipality, a Civil Hospital, a Dispensary, Post and Telegraph Offices, a District Bungalow, a District Treasury, kept with a branch of the Bank of Bombay, a Government High School, an Anglo-Vernacular School and Primary Schools, for boys and girls. The climate of this town is somewhat hot but agreeable to Indian constitutions.

AMALNER. To the east of Jalgaon at a distance of 35 miles, this is an important town on the Bori river, being the head-quarters of the Mamlatdar of the taluka and the Subordinate Judge, and has a railway station being the last on the T. V. Railway, at a distance of $\frac{1}{2}$ mile from it. Conveyances are available there.

It has important road connections with Dhulia in the south-west, with Parola on the Dhulia-Erandol road on the south-east, and with Indore *via* Chopda in the north-east.

It is provided with a Municipality, a Dispensary, a Post and Telegraph Office, a Travellers' Bungalow, and has an Anglo-Vernacular School, a Philosophical Institute, Primary Schools and a Subordinate Treasury. Its climate is a bit hot but not unagreeable to Indians.

PAROLA, is a town situate to the south-west of Jalgaon at a distance of about 42 miles, is the head-quarters of the Mahalkari of the peta taluka of the same name, and is reached *via* Amalner station on the T. V. Railway which is at a distance of 13 miles from it. Bullock-carts can be had there.

It has road communication with Dhulia in the west, with Brandol in the east, and with Amalner in the north east.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a Travellers' Bungalow, an Anglo-Vernacular School, a Sub-Treasury and Primary Schools.

BHUSAWAL, a town of importance to the east of Jalgaon, at a distance of about 10 miles, is the head-quarters of the Mamlatdar of the taluka of the same name, has a Subordinate Judge's Court, and has a railway junction-station where the G. I. P. Railway, N. E. Line and the Nagpur Line meet.

The only important road running from it is that to Yawal in the north-west.

It has been provided with a Municipality, a Dispensary, Post and Telegraph Offices, and a Travellers' Bungalow, and has two Anglo-Vernacular Schools, Primary Schools and a Sub-Treasury.

EDALABAD, the head-quarters of a peta taluka in the eastern most part of the district is reached *via* Bodwad station on the G. I. P. Railway, N. E. Line from which it is at a distance of 12 miles. Bullock-carts are available there.

It is connected by road only with the above railway station.

It has a Post and Telegraph Office, a Dispensary, a District Bungalow, a Primary School, and a Sub-Treasury.

CHALISGAON. Situate in the southern-most part of the district touching the borders of the Nasik district, it is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court and a station on the G. I. P. Railway. The Dhulia branch starts from this station. The distance of the town from the station is $\frac{3}{4}$ ths of a mile. Conveyances are available there.

It has road connections with Dhulia in the north-west, and with Aurangabad in the Nizam's territory in the south-east.

It has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

CHOPDA, a town in the northern part of the district, is the head-quarters of the Mamlatdar of the taluka, and is reached by the

Erandol Road Station on the Amalner-Jalgaon branch of the G. I. P. Railway from which it is at a distance of 20 miles. Conveyances are available there.

It is connected by roads with Amalner in the south-west and with Yawal in the south-east.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow, a Subordinate Treasury and Primary Schools.

ERANDOL. To the west of Jalgaon at a distance of about 10 miles, this is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court, and is reached *via* Erandol Road Station which is at a distance of $7\frac{1}{2}$ miles from it. Conveyances are available there. The climate of this place is very hot, the temperature sometimes rising in summer to 120° .

It is connected by roads with the railway station as above, with Dhulia *via* Parola; with Jamner *via* Mhaswad and with Jalgaon.

It has been provided with a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, and a Sub-Treasury, and has an Anglo-Vernacular School and Primary Schools.

JAMNER, a town in the south-eastern part of the district, has a Mamlatdar's Office and is reached by Jalgaon and Mhaswad Stations, the distances being $22\frac{3}{4}$ and 28 miles respectively. Conveyances are available at the former station.

Besides the above railway stations, and Erandol, it has road communication with Ajanta in the Nizam's territory and with Malkapur.

It has a Post and Telegraph Office, a Dispensary, a Subordinate Treasury and a Primary School.

PACHORA, the head-quarters of the Pachora taluka, is a railway station on the T. V. Ry. Horse tongas and bullock-carts are available there.

It has no important road connections except with Bhadgaon.

It is provided with a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, a Subordinate Treasury and a Primary School.

BHADGAON is a peta taluka town, 8 miles to the east of Pachora, which is the railway station for reaching it. Bullock-carts are available there.

Except that leading to the railway station it has no other important road.

It has a Municipality, a Dispensary, a Post Office, a District Bungalow, a Sub-Treasury and a Primary School.

RAVER a taluka town in the north-eastern corner of the district, has a railway station on the G. I. P. Railway, at a distance of 2 miles where conveyances are available.

From the view-point of road communications, this is an insignificant place.

It has a Municipality, a Dispensary, a Post and Telegraph Office, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

YAWAL. Situate to the north-east of Bhusawal at a distance of about 17 miles, it has a Mamlatdar's Office, and a Subordinate Judge's Court and can be reached by the Bhusawal station. Conveyances are available at the station but it is difficult to approach in the monsoon.

It is connected by roads with Chopda, in the north-west, with Bhusawal in the south-east, and with Savda in the east.

It has a Municipality, a Dispensary, a Post and Telegraph Office, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

WEST KHANDESH.

DHULIA, a town in the south-east corner of the district, is the head-quarters of the Collector, the Judge of the Khandesh Judicial district, the Extra Assistant Conservators of Forests, West Khandesh, and North Khandesh, the Assistant Collector of Excise, East and West Khandesh, the Superintendent of Post Offices, the Superintendent of Jail, the Superintendent of Police, the Civil Surgeon and the Executive Engineer, and has a railway station which is the terminus of the Chalisgaon-Dhulia branch of the G. I. P. Railway which is at a distance of 1½ miles from it. All conveyances are available there.

Situate on the Bombay-Agra road, it has other road-connections with Aurangabad through Shirud and Chalisgaon, with Indore *via* Amalner and Chopda, with Bhusawal through Parola, Erandol and.

Jalgaon and a branch road connecting it with the Surat Nandurbar road.

It has a Municipality, a Civil Hospital, Post and Telegraph Offices, Travellers' and District Bungalows, a Training School for Teachers, a Government High School, Primary Schools and a District Treasury. It has a good and an abundant water supply and its climate is somewhat hot but agreeable to Indian constitutions.

NANDURBAR. Situate to the north of the district about the middle, this is an important town being the head-quarters of the Mamlatdar of the taluka, the Extra Assistant Conservator of Forests, and the Subordinate Judge, and having a railway station on the T. V. Railway at a distance of $\frac{1}{2}$ mile from it. Conveyances are available at the station. The climate of this place is somewhat hot but healthy.

One road running westward, connects it with Surat, another eastward with Dhondaicha, a third northward with Taloda.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

NAVAPUR is a town on the western border of the district, touching the Baroda territory, is the head-quarters of the peta-taluka of the same name, and has a railway station on the T. V. Railway at a distance of $1\frac{1}{4}$ miles from it. Bullock-carts are available there.

Besides being on the road leading from Surat to Nandurbar, it has no importance so far as road-communication is concerned.

It has a Post and Telegraph Office, a dispensary, a Primary School and a Sub-Treasury.

SAKRI. a town about the middle of the District is the head-quarters of the taluka of the same name, and is reached from the Dhulia side *via* Dhulia station on the G. I. P. Railway, which is at a distance of 32 miles from it, and from the Nandurbar side, *via* Chinchpada station on the T. V. Railway, which is at a distance of 20 miles. Bullock carriages are available at both the stations.

Besides its connection with the above stations, it has road communication with Pimpalner in the west.

It has a Post Office, a Dispensary, a Primary School and a Sub-Treasury.

SHAHADA. It is the head-quarters of the taluka of identical name in the northern part of the district touching the limits of the C. I. Agency, and is reached *via* Ranala station on the T. V. Railway, the distance of the latter from it being 13 miles. Bullock-carts are available at the station.

This town is the meeting point of two roads, one coming from Taloda and the other from Dhondaicha.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

SHIRPUR. In the northern part of the district, this is the head-quarters of the taluka, having also a Subordinate Judge's Court, and is approached by the Nardhana station on the T. V. Railway, the distance between the two being 14 miles. Conveyances are obtainable at the railway station.

It is connected on the north with Tapal on the Bombay-Agra road and with Shindkheda station on the Tapti Valley Railway.

It has a Municipality, a Dispensary, a Post and Telegraph Office, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

SHINDKHEDA. Situate midway between Amalner and Nandurbar, this town, is the head-quarters of the taluka of the same name, and has a railway station on the G. I. P. Railway, at a distance of 2½ miles from it. Conveyances are available at the station.

It is situate on the road running from Nandurbar to Dhondaicha.

It has a Municipality, a Dispensary, a Post and Telegraph Office, a District Bungalow, Primary Schools and a Sub-Treasury.

TALODA, a small town in the north-western portion of the district, is the head-quarters of the Mamlatdar of the taluka and is reached *via* Nandurbar station on the T. V. Railway, which is at a distance of 14 miles from it. Conveyances are available at the station.

It is connected by roads on the south with Nandurbar, on the east with Shahada and on the north-west with Nandod in the Rewa-Kantha Agency.

It has a Municipality, a Dispensary, a Post and Telegraph Office, Primary Schools and a Sub-Treasury.

NASIK.

NASIK. Situate on the banks of the river Godavari, beautifully lined with buildings public and private, high and low, and temples of varied designs of artistic beauty, some ancient, some medieval and some comparatively modern, this city is the head-quarters of the Collector, the District Judge, the Assistant Conservator of Forests, the Extra Assistant Conservators, North Nasik and South Nasik, the Assistant Collector of Excise, Nasik and Ahmednagar Districts, the Superintendent of Post Offices, the Superintendent of Police, the Civil Surgeon, the Deputy Sanitary Commissioner W.R.D., East and West Khandesh, Nasik, Thana and Kolaba Districts, the Executive Engineer, Nasik and Ahmednagar Irrigation District, and the Executive Engineer, Nasik District, and has a railway station at a distance of $5\frac{1}{4}$ miles. Conveyances are available at the station.

Besides being situated on the Bombay-Agra road which passes from it to Dhulia it has road-connections with Pardi in the Surat district, with Kalwan, and with Sangamner in the Nagar district.

It has a Municipality, Post and Telegraph Offices, a District Treasury, a Civil Hospital, a Government High School, an Anglo-Urdu Class, an Anglo-Vernacular School for Europeans and Anglo-Indians, two other Anglo-Vernacular Schools, a Girls' Middle School, Sanskrit Pathshalas and Urdu and Marathi Primary Schools. There are also several well-built and well-furnished Dharmashalas in the Panchavati opposite the City proper. The climate is temperate and healthy and the water of the river pure and healthy.

CHANDOR town situate about the middle of the district, is the head-quarters of the Mamlatdar of the taluka, and is approached by the Lasalgaon station on the G. I. P. Railway, N. E. Line, which is at a distance of 12 miles from it. Conveyances must be arranged for previously.

This town is situate on the Bombay-Agra road, and is besides, connected with Pimpalner in the north and with Niphad in the south.

It has a Post Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

DINDORI. To the north of Nasik at a distance of about 12 miles, this is a head-quarters town and is reached *via* Nasik Road Station which is at a distance of 15 miles from it. Bullock-carts can be had at the station.

It is situate on the road running from Nasik to Kalwan.

It has a Post Office, a Dispensary a Primary School and a Sub-Treasury.

IGATPURI, a town on the western border of the district, is the head-quarters of the Mamlatdar of the taluka and a railway station on the Peninsula Railway. Drinking water which is brought there by pipes, is pure and healthy.

It is situate on the Bombay-Agra road, and is also connected with Sangamner through Akola in the Nagar district.

It has a Municipality, Post and Telegraph Offices, a Dispensary, a Travellers' Bungalow, an Anglo-Vernacular School for Europeans and Anglo-Indians, Primary Schools and a Sub-Treasury.

KALWAN is a small town in the north-western part of the district, having a Mamlatdar's office, and can be approached *via* Lasalgaon station, the distance between them being 39 miles. Conveyances must be previously arranged for.

Its only connection by road is with Dindori and Nasik.

It has a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

MALEGAON is a town in the north-eastern part of the district, has a Mamlatdar's Kacheri and a Subordinate Judge's Court, and is reached *via* Nandgaon and Manmad Stations, the distances being $19\frac{1}{2}$ and 24 miles respectively. All conveyances are available at Manmad. For conveyances from Nandgaon previous arrangement must be made.

It is situate on the Bombay-Agra road, and is moreover connected by branch roads, with Satana in the west, and with Yeola in the south.

It has a Municipality, Post and Telegraph Offices, a Dispensary in charge of an Asst. Surgeon, a Traveller's Bungalow, an Anglo-Vernacular School, a Persian and Arabic School, Primary Schools and a Sub-Treasury.

NANDGAON. In the easternmost portion of the district, touching the limits of East Khandesh, this is a head-quarters town and a railway station on the G. I. P. Railway.

It has no important road connection.

It has been provided with a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, Primary Schools and a Sub-Treasury.

NIPHAD town situate about the middle of the district, is the head-quarters of the taluka of identical name and a station on the G. I. P. Railway.

It is connected by roads with Pimpalgaon, with Pimpalner and with Yeola.

It has a Post Office, a Dispensary, a Primary School and a Sub-Treasury.

PIMPALGAON. To the north-west of Niphad at a distance of 11 miles, this is a small town deriving its importance from the location there of a Subordinate Judge's Court. Access to it is *via* Niphad station.

Besides being situate on the Bombay-Agra road, it is connected with Nasik in the south-west, with Malegaon in the north-east and with Niphad station as above stated.

It has a Post Office, a Dispensary and a Primary School.

PEINT, a town to the north-west of Nasik at a distance of about 30 miles, is the head-quarters of the taluka of the same name, and is reached *via* Nasik Road station which is at a distance of 34 miles from it. Bullock-carts are available at the station.

It is situate on the road from Pardi in the Surat district to Nasik.

It has a Post Office, a Dispensary a Travellers' Bungalow, a Sub-Treasury and a Primary School.

SATANA. In the north-western part of the district this is a town of importance being the head-quarters of the Mamlatdar of the Baglan taluka and of the Subordinate Judge, Satana, and is reached *via* Manmad Junction or Lasalgaon Station, the distances being 46 and 35 miles respectively. All conveyances are available at Manmad.

It is situate on the Niphad-Pimpalner road, and is connected with the Bombay-Agra Road by a branch road leading up to Malegaon.

It has a Post Office, a Dispensary, a Primary School and a Sub-Treasury.

SINNAR. To the south-east of Nasik at a distance of about 18 miles this is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court, and is reached by the Nasik Road Station which is at a distance of 13 miles from it. Conveyances are available at the station.

It is situate on the road leading from Nasik to Sangamner in the Ahmednagar district.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

YEOLA, a town in the eastern portion of the district touching the limits of Ahmednagar, has a Mamlatdar's Kacheri, a Subordinate Judge's Court, and a station on the G. I. P. Railway at a distance of 2 miles. Conveyances are available at the station.

It is connected on the south with Kopergaon, Rahuri and Ahmednagar, on the north with Malegaon, on the west with Niphad, and on the east with Aurangabad in the Nizam's Dominions

It is provided with a Municipality, a Post and Telegraph Office, a Dispensary, and has an Anglo-Vernacular School, a Sanskrit Pathshala, a Persian and Arabic School, Primary Schools and a Subordinate treasury.

POONA.

POONA. Situate in the south-western portion of the district touching the Bhore state territory, it is the monsoon capital of the Presidency and the head-quarters of the Commissioner, Central Division, the Collector, the District Judge, the Deputy and the Extra Conservators of Forests, the Deputy Director of Agriculture, Gujrat, Khandesh, Nasik and Ahmednagar Districts, the Agricultural Engineer, the Imperial Cotton Specialist, the Assistant Collector of Excise, Poona, Satara and Sholapur Districts, the Superintendent of Post Offices, Poona Division, the Personal Assistant to the Inspector-General R. M. S., and Sorting, Western Circle, the Deputy Superintendent Government Telegraph, the Superintendent of Central Prison, the Director of Public Instruction, the Superintendent of Police, the

Civil Surgeon, the Deputy Sanitary Commissioner C. R. D. Ahmednagar, Poona, Satara, Sholapur and Ratnagiri Districts, the Manager, Photozinco Press, the Superintendent, Government Book Depot, the Executive Engineer, the Superintending Engineer, Deccan Irrigation Division, and several other officers, among whom may be specially mentioned, the Mamlatdar of the Haveli taluka, and the Subordinate Judge, Haveli and Vadgaon. It is an important centre of learning next only to Bombay and has a railway station at a distance of about one mile. All conveyances are available there. The M. & S. M. Railway, starts from here.

It is the centre of several roads, one of which leads to Kharkala, a second to Ahmednagar, a third through Khed and Narayangaon to Sangamner in the Nagar district, a fourth *via* Saswad to Satara, a fifth also *via* Saswad to Indapur, and a sixth to Alandi. It is besides situate on the road running from Panwel to Bangalore.

It has a City Municipality, Post and Telegraph Offices, a District Treasury kept with a branch of the Bank of Bombay, a Civil Hospital, a Female Hospital, a Dispensary, Government Arts, Science, Agriculture, and Engineering Colleges, Aided and Unaided Colleges, Training Colleges for Men and Women, a Normal Class for Women teachers, a Women's University, a Government Medical School, Aided and Unaided High Schools, and Middle Schools, a Girls' High School, a Parsi Girls' School (Kirkee), a European Girls' School, an Industrial School, a Sanskrit Pathshala, and Primary School. It gets its supply of water from pipes and the Mula and Mutha rivers and its climate is healthy especially in the monsoon.

BARAMATI, an important town in the southern part of the district touching the limits of the Phaltan State and the Sholapur district, is the head-quarters of the Bhimthadi taluka, has a Subordinate Judge's Court, and a station on the Dhond-Baramati branch of the G. I. P. Railway.

By roads, it is connected on the north-west with Jejuri and Saswad, on the south-west with Vadgaon, on the north-east with Indapur, and on the north with Dikshal Station.

It has a Municipality, a Post and Telegraph Office, a dispensary, a District Bungalow, an Anglo-Vernacular School, an Industrial School, Primary School and a Subordinate Treasury.

DHOND, on the eastern border of the district at the corner touching the limits of the Ahmednagar district, this is the head-

quarters of the taluka of the same name, and is a railway station on the Peninsula Railway from which starts the Dhond Manmad Line.

It has no important road connection.

It has been provided with a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow, and Sub-Treasury, and has an Anglo-Vernacular School, Primary Schools and an Industrial School.

PAUD is a small town in the south-western portion of the district touching the borders of the Kolaba district, is the head-quarters of the Mulshi peta-taluka in charge of a Mahalkari and is reached *via* Poona, which is at a distance of 21 miles. All conveyances are available there.

It is situate on the road leading from Poona to Khandala.

It has a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

INDAPUR. Further to the east from Baramati at the eastern corner of the district touching the limits of Sholapur this is the head-quarters of the taluka of the same name, and is reached *via* Pomulwadi station on the G. I. P. Railway which is at a distance of 13 miles from it. Conveyances must be previously arranged for.

It is connected on the north-west with Patas and on the south-east with Sholapur and also with Poona *via* Saswad and with Sangola *via* Akluj.

It has a Municipality, a Post Office, a Dispensary, a District Bungalow, Primary Schools and Subordinate Treasury.

JUNNAR. A town in the north-west portion of the district touching the boundaries of the Thana district, this is the head-quarters of the Mamlatdar of the taluka of the same name, has a Subordinate Judge's Court and is reached *via* Talegaon Station on the Peninsula Railway from which it is at a distance of 48 miles. All conveyances are available at the station. There is a Dharmashala at Talegaon. The climate of Junnar is very salubrious.

It is connected by road with Kalyan *via* Murbad in the Thana district and with Narayangaon by a branch road.

It has a Municipality, a Post Office, a Dispensary, an Aided High School, Primary Schools and a Subordinate Treasury.

KHED. To the north of Poona at a distance of 25 miles, this is a head-quarters town having a Mamlatdar's Kacheri and a Subordinate Court, and is reached *via* Talegaon Station on the G. I. P. Railway, the distance between the two being 19 miles. Conveyances can be had at the station.

It is connected on the north with Sangamner in Ahmednagar *via* Narayangaon, on the south with Kirkee near Poona, and on the east with Sirur.

It is a Municipal town with a Post Office, a Dispensary, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

GHODA, a small town to the north-west of Poona at a distance of about 46 miles, is the head-quarters of the Ambegaon taluka, and is reached *via* Talegaon Station above-mentioned which is 41 miles distant from it. Conveyances are available at the station.

It has no important road connection except that with the railway station.

It has a Post Office, a Dispensary, a District Bungalow, a Primary School and a Sub-Treasury.

VADGAON, a town situate in the north-western portion of the district, is the head-quarters of the Mamlatdar of the Mawal taluka, has a Subordinate Judge's Court linked to that of Haveli at Poona, and is a station on the G. I. P. Railway. There is another Vadgaon in this District to the south-east of Poona at a distance of 10½ miles from Nira Station on the M. and S. M. Railway. That town is not the head-quarters of either a Mamlatdar or a Subordinate Judge.

Vadgaon-Mawal has no important road connection.

It has a Post and Telegraph Office, a District Bungalow, a Primary School and a Subordinate Treasury.

SASWAD is a town to the south-east of Poona, at a distance of about 20 miles, is the head-quarter of the taluka, has a Subordinate Judge's Court linked to that of Talegaon and is reached *via* Saswad Road Station on the M. and S. M. Railway from which it is at a distance of 11½ miles. Bullock-carts are available at the station.

It is connected on the north with Poona, on the south with Saswad Road Station and also with Nira Station on the same railway line.

It has been provided with a Municipality, a Post Office, a Dispensary, a District Bungalow and has an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

TALEGAON-DHAMDIHERA, a town to the north-east of Poona at a distance of 24½ miles, derives its importance from its having a Subordinate Judge's Court and is reached *via* Poona Station. All conveyances are available there.

It is situate on the road leading from Poona to Ahmednagar. Besides that it has no other road connection.

It has a Post Office, a Dispensary and a Primary School.

There is another Talegaon in this district known fully as Talegaon-Dabhlade. That is the Railway Station from which the several places above noted are reached but is otherwise unimportant.

SIRUR. In the southern part of the district touching the limits of Ahmednagar, this is the head-quarters of the taluka of the same name, and is approached *via* Vadgaon, Khelgaon, and Poona Stations on the G. I. P. Railway, S. E. Line, and Visapur Station on the Dhond-Manmad Line, which are at distances of 20, 27, 41 and 14 miles respectively. All conveyances can be had at Poona and bullock-carts at Vadgaon and Visapur.

One road from this town leads to Ahmednagar on the one side and to Poona on the other, another runs to Khed and a third to Supa.

It has a Municipality, a Post Office, a Dispensary, a Travellers' Bungalow, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

SATARA.

SATARA. Situate at an altitude of 2,200 feet above the sea-level about the middle of the district, this is the head-quarters of the Collector, the District Judge, the Civil Surgeon, the Superintendent of Post Offices, Central Division, the Deputy and the Extra Conservators of Forests, the Superintendent of Police, and the Executive Engineer, and is reached *via* Padli or Satara Road Station which is at a distance of 10 miles from it. All conveyances are available there.

It is connected by the Panvel-Bangalore road with Wai and Poona, in the north, with Kolhapur in the south, by another trunk road with Mahableshwar *via* Medha, and by small roads with Lonand and with Koregaon, both of them railway stations on the Southern Maratha Railway, with Aundh and with the Satara Road Station.

It has a Municipality, a Post and Telegraph Office, a Civil Hospital, a District Treasury, a Dispensary, a Travellers' Bungalow, a Government High School, an Aided High School, an Anglo-Vernacular School, a Sanskrit Pathshala, a Technical School, an Industrial School, Primary Schools and a District Treasury. Drinking-water is supplied to the town through pipes and its climate is cold and healthy.

MEDHA. To the north-west of Satara and a little to the south of Panchgani, this is a small town having a Mamlatdar's Office and is approached *via* Satara Road Station which is at a distance of 23½ miles from it. Conveyances are available at the station.

It has road connections with Satara on the one hand and with Mahableshwar on the other.

It has a Post Office, a Dispensary, a Primary School and a Sub-Treasury.

• **MALCOLMPETH.** Situated at an altitude of 4,044 feet above the sea-level at the north-western corner of the district touching the borders of the Kolaba district and the Bhore State, this is the summer capital of the Bombay Government, is the head-quarters of the Mahalkari of the peta taluka of the same name, and of the Superintendent, Mahableshwar, and is reached *via* Wathar Station on the M. and S. M. Railway which is at a distance of about 40 miles. All conveyances are available at the station. There is a Hindu Hotel and a Dharamshala near it. An alternate route from Bombay is by steamer up to Dharamtar, thence by road or by river to Nagothna, a distance of 15 miles, and from there by road through Mangaon, Mahad, Poladpur and Wada near Pratapgad to Mahableshwar, a distance of 76 miles.

It is connected on the north-west with Mahad on the Kolaba district, on the east with Wai through Panchgani and on the south-east with Medha.

It has a Municipality, Post and Telegraph Offices, a Civil Hospital, Primary Schools and a Subordinate Treasury.

KARAD, a town in the southern part of the district is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court, to which is linked that of Patan and a railway station of the same name, at a distance of 4 miles. Conveyances are available at the station.

Through this town one road passes on the west through Patan and Chiplun to Anjanvel, in the Ratnagiri district and the other on the east through Vita, Khanapur and Jath to Bijapur.

It has a Municipality, a Post and Telegraph Office, a Dispensary, District and Travellers' Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

VITA is a small town in the south-eastern part of the district touching the limits of Sholapur and some of the Southern Maratha States, the head-quarters of the Mamlatdar of the Khanapur taluka, has a Subordinate Judge's Court linked to that of Tasgaon, and is reached *via* Kundal Road and Karad Stations, which are at distances of 18 and 23 miles respectively. Horse conveyances for Vita are not available at any of the stations without previous arrangement. Bullock-carts can be had at call. Through this town, one road coming from Bijapur, Jath and Khanapur on the east passes to Karad, Patan, Chiplun and Anjanvel in the Ratnagiri district on the west, and another coming from Miraj, Sangli and Tasgaon on the south passes to Dahivadi and Phaltan on the north.

It has a Municipality, a Post Office, a Travellers' Bungalow, Primary Schools, a privately managed English Class in its infancy, and a Subordinate Treasury. It gets its water supply from a few wells and a streamlet at a short distance which dries soon unless the rainfall in the monsoon is sufficient. The climate is somewhat hot and tolerably good.

Khanapur itself is a small town to the east on the Karad-Bijapur Road at a distance of 13 miles.

VADUJ is the head-quarters of the Khatav taluka in the eastern part of the district and is reached *via* Rahimatpur and Koregaon Stations on the M. and S. M. Railway, the distances being 20½ and 23 miles respectively. Bullock-carts can be had at both the stations.

It is connected by roads on the north with Dahivadi, on the south with Vita, Tasgaon, Sangli and Miraj, on the west with Karad, and on the east with Khanapur, Jath and Bijapur.

It has a Post Office, a Travellers' Bungalow, a Primary School and a Subordinate Treasury.

Khatav itself is a small town to the north-west of Vaduj at a distance of about 7 miles. It had a Sub-Judge's Court till 3 years ago.

KOREGAON. To the east of Satara at a distance of 11 miles, this is the head-quarters of the taluka of the same name, and a station on the Southern Maratha Railway.

It is connected on the one hand with Satara, and on the other with Khatav. There is also a branch road connecting it with the Wai-Phaltan Road.

It has a Post and Telegraph Office, a Primary School and a Subordinate Treasury.

A building for a Subordinate Judge's Court is under construction there and the head-quarters of the Subordinate Judge of Rahimatpur and Dahivadi will be transferred to that place in the near future.

RAHIMATPUR is a town to the south-east of Satara at a distance of about 12 miles, deriving its importance from the location there of a Subordinate Judge's Court, linked to which is that of Dahivadi. It has a railway station at a distance of 2½ miles. Conveyances are available at the station.

It has no important road connection except with the above Railway Station.

It has a combined Post and Telegraph Office, a Dispensary and Primary Schools.

DAHIVADI. Situate in the eastern part of the district this is the head-quarters of the Mamlatdar of the Man taluka, has a Subordinate Judge's Court linked to that of Rahimatpur, and is reached via Koregaon station which is at a distance of 29 miles from it. Bullock-carts can be had at the station.

It is connected on the north with Phaltan, on the south with Vita, on the north-east with Akluj in Sholapur, and on the south-west with Vaduj.

It has a Post and Telegraph Office, a Dispensary, a Primary School and a Subordinate Treasury. Its climate is very hot and unhealthy.

PATAN. In the hilly and unhealthy western part of the district touching the limits of the Ratnagiri district this is the head-quarters of the Mamlatdar of the taluka, has a Subordinate Judge's Court linked to that of Karad, and is approached by the Karad and Masur Stations on the Southern Maratha Railway, the distances from them being 21 and 20 miles respectively. Conveyances can be had at Karad and bullock-carts only at both the places. A motor runs in the monsoon from Karad to Chiplun via Patan.

It has a Post Office, a Dispensary, a Primary School and a Subordinate Treasury. Its climate is hot and unhealthy.

TASGAON, the head-quarters of the southernmost taluka of the district adjoining the territories of the Sangli, Miraj and Kolhapur States, has a Subordinate Judge's Court linked to which is that of Vita, and is reached by the Bhilavdi or Tasgaon Road Station at a distance of $6\frac{1}{2}$ miles from it. Conveyances are available at the station.

Through this town pass a road coming from Sangli and Miraj in the south, and going through Vita to Dahivadi and Phatan and another coming from Belgaum in the south and leading to Satara through Aundh in the north.

It has been provided with a Municipality, a Post and Telegraph Office and a Dispensary and has an Anglo-Vernacular School, Marathi and Urdu Primary Schools for boys and girls, a Sanskrit Pathshala and a Subordinate Treasury. It gets an ample supply of water from wells and a streamlet nearby and its climate is moderate and healthy.

WAI. In the northern portion of the district touching the limits of the Poona district this is a town on the banks of the river Krishna, having a Mamlatdar's Office and a Subordinate Judge's Court and can be approached via Wathar Station on the S. M. Railway at a distance of 20 miles. All conveyances are available at the railway station.

It is connected through Panchgani and Mahabaleshwar with Mahad in the Kolaba district. The same road extended to the east connects it with the Panvel-Bangalore road coming from Poona and proceeding towards Satara. There is also an independent road running from it through Phaltan, Akhij, Pandharpur, and Sholapur to Hyderabad in the Nizam's territory.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Aided High School, with a Manual Training Class, Primary Schools for boys and girls, and a Subordinate Treasury. It gets a supply of good drinking water from the Krishna river flowing through it and its climate is very healthy.

KHANDALA. Situate to the north of Wai at a distance of about 16 miles, it is the head-quarters of the Mahalkari of the peta-taluka of the same name, and is reached *via* Lonand Station at a distance of 13 miles from it.

It has no important road connection, but has a Post Office, a Primary School and a Subordinate Treasury.

ISLAMPUR, a town to the west of Tasgaon at a distance of about 28 miles, is the head-quarters of the Valva taluka, has two Subordinate Courts, one permanent and the other joint, and is reached *via* Takari Station on the M. and S. M. Railway which is at a distance of 9 miles from it. Conveyances are generally available but it is advisable to make an arrangement for them beforehand.

It is connected by roads with the above railway station and with Ashta in the south-east and Peth in the north-west.

It has a Municipality, a Post and Telegraph Office, a Dispensary, Primary Schools and a Sub-Treasury. Drinking water has to be brought there from a distance of about a mile-and-a-half but its climate is moderate and healthy.

Valva is a small village at a distance of 9 miles from it.

SHIRALA. To the west of Islampur at a distance of about 15 miles, this is the head-quarters of the peta-taluka of the same name and is reached *via* Takari station through Islampur.

It has no other important road connection.

It has been provided only with a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

SHOLAPUR.

SHOLAPUR. Situate in the south-eastern part of the district this is the head-quarters of the Collector, the District Judge, the Civil Surgeon, the Superintendent of Police, the Executive Engineers of the Sholapur district and of the Malsiras district of the Nira Right Bank Canals, and has a station on the G. I. P. Railway at a

distance of 1 mile. All conveyances are available there.

This town is the centre from which radiate several roads, one passing through Barsi to Ahmednagar in the north, a second through Tembhurni to Patas in the Poona district, a third to Mangalvedha, a fourth to Bijapur, a fifth through Akalkote to Madras, and a sixth to Hyderabad in the Nizam's territory.

It has a City Municipality, Post and Telegraph Offices, a Civil Hospital, two other Dispensaries, a Leper Asylum, a District Treasury kept with a branch of the Bank of Bombay, a Travellers' Bungalow, a Government High School, an Anglo-Vernacular School for Europeans and Anglo-Indians, two other Anglo-Vernacular Schools, Primary Schools, a Commercial School and a Sanskrit Path shala. It gets an ample supply of good water through pipes and its climate is dry and healthy.

BARSI, the head-quarters of the taluka of the same name, situate like an island in the midst of the Nizam's territory and joined to the rest of the district by the causeway of the Barsi Light Railway, has a Subordinate Judge's Court and is the terminus of the above railway line starting from Kurduwadi Junction on the G. I. P. Railway. The distance of the station from the town is 1 mile. Conveyances are available at the station.

Through this town passes the road running from Sholapur to Ahmednagar.

It has a Municipality, a Post and Telegraph Office, a Dispensary, Travellers' and District Bungalows, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

KARMALA. On the eastern border of the district touching the Nizam's Dominions, this is a head-quarters town having a Subordinate Judge's Court linked to which is that of Madha and is reached *via* Jeur Station on the G. I. P. Railway which is at a distance of 11 miles from it. Conveyances are available at train times. A Motor Omnibus has also commenced to run between the station and this town.

One road connects it with the railway station, another with Jamkhed on the Sholapur-Ahmednagar road, and a third, with Ahmednagar.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, Primary Schools and a Subordinate Treasury. Its water supply runs short soon in case of want of sufficient rainfall in the monsoon but its climate is tolerably healthy.

MADHA. To the south-west of Barsi, this is the head-quarters of the taluka of the same name, has a Subordinate Civil Court linked to that of Karmala, and a Railway Station on the Main Line at a distance of 2 miles. Conveyances are available at the station at train times.

It has no other important road connections except with the railway station.

It has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Subordinate Treasury. It gets an ample supply of water from wells and its climate is dry and healthy.

MALSIRAS. Situate in the western portion of the district about its middle, this is the head-quarters of the taluka, and of the Malsiras district of the Nira Right Bank Canals in charge of an Executive Engineer, and has a Subordinate Judge's Court linked to that of Sangola, and is reached by the Pandharpur, Pomulwadi and Kurduwadi Stations, the first on the Barsi Light Railway and the latter two on the G. I. P. Railway Main Line, the distances being 28, 31 and 28 miles respectively. Bullock-carts are as a rule available from all the stations. From Pomulwadi tongis are available up to Indapur only.

It is situate on the road running from Pandharpur to Phaltan and has a short road connecting it with Akluj on the north-east.

It has a Post Office, a Travellers' Bungalow, a Primary School and a Subordinate Treasury. The nearest Dispensary is at Akluj at a distance of some 5 miles.

PANDHARPUR, a town of importance in the district, is the head-quarters of the taluka of the same name, has a Subordinate Judge's Court, and is a railway station which is the terminus of the extension of the Barsi Light Railway from Kurduwadi on the side opposite to Barsi. The distance between the town and the station is 1 mile. Conveyances are available at the station.

It is the centre of several roads, one of which connects it with Sholapur, a second with Mohol Station on the G. I. P. Main Line, a third with Tembhurni on the Sholapur-Patas road, a fourth with

Akluj, a fifth with Malsiras, a sixth with Mhaswad, a seventh with Miraj and an eighth with Bijapur.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Orphanage, Travellers' and District Bungalows, a Municipal Aided High School, an Anglo-Vernacular School, a School of Industry, Primary Schools and a Subordinate Treasury. It gets an ample supply of good drinking water from pipes and its climate ordinarily healthy except that the annual fairs bring epidemics there.

SANGOLA. To the south-east of Pandharpur at a distance of 21 miles, this is the seat of the Mamlatdar of the taluka of identical name, has a Subordinate Judge's Court to which is linked that of Malsiras, and is approached *via* Pandharpur Station. Bullock-carts for Sangola are available at the station.

It is connected with Akluj in the north-west, and is besides situated on the road leading from Pandharpur to Miraj.

It has a Municipality, a Post Office, a Dispensary, a Travellers' Bungalow, Primary Schools and a Subordinate Treasury.

BELGAUM.

BELGAUM, a town in the south-eastern part of the district is the head-quarters of the Commissioner, S. D., the Superintendent of Land Records, S. D., the Conservator of Forests, S. C., the Divisional Forest Officer, Working Plans, S. C., the Executive Engineer, Southern Sany. District, the Collector, the District Judge, the Civil Surgeon, the Depy. and Extra Conservators of Forests, the Superintendent of Post Offices, Belgaum Division, the Depy. Supdt., Govt. Telegraph, the Depy. Inspector-General of Police, S. D., and Poona, Satara and Sholapur Distts., the Depy. Sany. Comr., S. R. D., Belgaum, Bijapur, Dharwar and Kanara Distts., the Director, Vaccine Institute, and the Executive Engineer, Belgaum Dist., and has a railway station at a distance of 1 mile. All conveyances are available there.

It is situate on the Panvel-Bangalore road and has other important road connections with Vengurla in the Ratnagiri district, and with Kaladgi and Bagalkot in Bijapur.

It is a Municipal town having Post and Telegraph Offices, a District Treasury, a Civil Hospital, a Travellers' Bungalow, a Govt. High School, two Aided High Schools, a Girls' Middle School for Europeans and Anglo-Indians, and another for Indians, a Central

It is connected by roads with Chadgad in the north-west, with Chikodi in the north, with the railway station on the east and has a branch road connecting it with the Panvel-Bangalore road.

It has a Post Office, a District Bungalow, Primary Schools and a Subordinate Treasury.

GOKAK, is a town to the north-east of Belgaum at a distance of 41 miles, having a Mamlatdar's Office and a Subordinate Judge's Court, and is reached *via* Gokak Road Station which is at a distance of 9 miles from it. Conveyances are available at the station. There is a Dharmashala near it. The climate of this town is somewhat hot.

A road running from it north-west leads to the railway station, and a branch road running westwards by a curve towards the north connects it with the Belgaum-Kaladgi road.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

KHANAPUR. Situate in a southern portion of the district touching the limits of the Dharwar district, this is a taluka headquarters and has a railway station at a distance of 1 mile.

One road running from it north-west leads to Bicholim on the way to Goa, another running south-west also leads to the same town, and a third connects it with Bidi and through it with the Panvel-Bangalore road.

It has a Post and Telegraph Office, a Dispensary, a Primary School and a Subordinate Treasury.

SAUNDATTI, a town on the eastern border of the district, adjoining the limits of Dharwar, is the head-quarters of the Paragad taluka and access to it can be had by the Dharwar Station which is at a distance of $27\frac{1}{4}$ miles from it. Conveyances are available at the station.

It is connected by roads with Hongal and Dharwar in the south and with Torgal in the north.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow, Primary Schools and a Subordinate Treasury.

MURGOD. To the east of Belgaum at a distance of 25 miles, this is the head-quarters of the peta-taluka of the same name, and is reached *via* Belgaum Station which is 30½ miles distant from it. Bullock-carriages are available there.

It has no important road connection except with Belgaum, and no other convenience except a Post Office.

BAIL-HONGAL, the head-quarters of the Mamlatdar of the Sampgaon taluka in the eastern portion of the district, has a Sub-ordinate Judge's Court, and is approached *via* Belgaum Station, the distance between the two being 27 miles. Bullock-carriages are available at the station.

It is situate on the road connecting Saundatti with the Bangalore road, south of Belgaum.

It has a Post and Telegraph Office, private Dispensaries, an Anglo-Vernacular School, Primary Schools and a Reading-Room.

BIJAPUR.

BIJAPUR is a town situate in the western part of the district, is the head-quarters of the Collector, the District Judge, the Extra Asst. Conservator of Forests, the Supdt. of Police, the Civil Surgeon and Supdt. of Jail, and of the Executive Engineer, and a railway station on the Gadag-Hotgi Branch of the Madras and Southern Maratha Railway, the distance of the station from the town being 1½ miles. All conveyances are available at the station.

It is the centre of several roads, one of which comes from Jath, Khanapur, Vita, Karad and Patan in Satara, and Chiplun and Anjanwel in Ratnagiri, another goes to Athni in the Belgaum district, a third to Hubli in Dharwar, a fourth goes through Bagewadi and Muddebihal to Bellary in the Madras Presidency, a fifth connects it with the road running from Mangalvedha to Gulbarga in the Madras Presidency, a sixth goes to Indi, and a seventh to Pandharpur in the Sholapur district.

It is a Municipal town, having Post and Telegraph Offices, a District Treasury, a Civil Hospital, a Travellers' Bungalow, a Govt. High School, two Anglo-Vernacular Schools, a Central Normal Class for Male Teachers, a Sanskrit School and Primary Schools:

BADAMI, the head-quarters of the southernmost taluka of the same name touching the limits of the Dharwar district, has a railway station at a distance of 3 miles from it. Conveyances are available there.

One road starting from it leads to Kaladgi in the north-west, another to Bagalkot in the north, a third to Hungund in the north-east, a fourth to Ron in the south and a branch road connects it with the Hubli-Bijapur road.

It has a Post and Telegraph Office, a Primary School and a Subordinate Treasury. It has a dry and healthy climate.

BAGALKOT. Situate in the southern part of the district, this is the head-quarters of the Bagalkot taluka, has a Subordinate Judge's Court and a Railway Station at a distance of 1 mile. Conveyances are available at the station.

It is connected with Kaladgi to the west, with Badami to the south, and with Hungund to the south-east.

It is provided with a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow, and has an Anglo-Vernacular School, a Sanskrit School, Primary Schools and a Subordinate Treasury.

BILGI. On the eastern border of the district, this is the head-quarters of a peta-taluka reached by the Telgi Station which is at a distance of $20\frac{1}{2}$ miles from it. Bullock-carriages are available there.

It has no important road connection, and the only conveniences with which it is provided are a Post Office and a Primary School.

BAGEWADI, the head-quarters of the taluka of the same name in the middle of the district, is approached by the same station as Bilgi, the distance between the two being 12 miles. Bullock-carriages are available there.

It is connected on the one hand with Bijapur, and on the other with Muddebihal, and thence with Bellary in the Madras Presidency, by the road coming from Karad in the Satara district.

It has a Post and Telegraph Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

HUNGUND. Situate on the south-eastern border of the district touching the limits of the Nizam's territory, this town is a taluka

head-quarters, reached *via* Bagalkot Station from which it is at a distance of 30 miles. Bullock-carts can be had at the station.

It has road connections with Bagalkot in the north-west, Muddebihal in the north, Ilkal in the south-east and Badami in the south-west.

The conveniences obtainable there are a Post Office, a Dispensary, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

INDI. In the northern part of the district, this is a town having a Mamlatdar's Office, and a railway station at a distance of $3\frac{1}{2}$ miles. Bullock-carriages are obtainable at the station.

It has roads connecting it with Mangalvedha in the Sholapur district, with Bijapur, Muddebihal, and Kulbarga in the Madras Presidency, and also a branch road meeting the Hubli-Sholapur road.

This town has the conveniences of a combined Post and Telegraph Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

MUDDEBIHAL, a town on the eastern border of the district touching the limits of the Nizam's State, has a Mamlatdar's Office and a Subordinate Judge's Court, and is approached *via* Alimatti Station on the Gadag-Hotgi Branch of the Southern Maratha Railway, the distance being 17 miles. Conveyances can be had at the station.

It is connected by roads with several important towns, namely, Bagewadi, Bijapur, Indi, Hungund and Bellary in the Madras Presidency.

It is provided with a Post Office, a Dispensary, a District Bungalow, a Primary School and a Sub-Treasury.

SINDGI. Situated in the eastern part of the district, this is a small head-quarters town, reached *via* Bijapur Railway Station which is 37 miles from it. Bullock-carts are available there.

There is a branch road connecting it with the Indi-Kulbarga road and another main road coming from Bijapur terminates there.

It has a Post Office, a Dispensary, a District Bungalow, a Primary School and a Sub-Treasury.

DHARWAR.

DHARWAR. Situate in the hilly western part of the district at an altitude of 2,586 feet above the sea-level, this is the headquarters of the Collector, the District Judge, the Depy. Director of Agriculture, Dharwar, Bijapur, Belgaum, Sholapur and Satara Districts, the Divisional Inspector of Agriculture, the Divisional Educational Inspector, the Extra Asst. Conservator of Forests, the Asst. Collector of Excise, Kanarese Districts, the Supdt. of Post Offices, Kanara Division, the Supdt. Juvenile Jail, the Supt Jail and Lunatic Asylum, the Supdt. of Police, the Civil Surgeon, the District Executive Engineer, and the Irrigation Executive Engineer, Dharwar, and has a railway station at a distance of 1½ miles. All conveyances are available there.

Besides being situate on the Panvel-Bangalore road, it is connected by roads with Hongal in the north, Gadag in the east, Kalghatgi in the south, Haliyal in the south-west, and Bicholim near Goa in the north-west.

It has a Municipality, Post and Telegraph Offices, a District Treasury, a Civil Hospital, a Travellers' Bungalow, a Government Secondary College in its infancy, a Training College for Men and Women, a Government High School, two Aided High Schools, an Anglo-Vernacular School for Europeans and Anglo-Indians, a Central Normal Class for Male Teachers, and Primary Schools. It has a good and abundant water supply and its climate is highly cool and healthy.

SHIGGAON, a town to the south-east of Dharwar at a distance of about 39 miles, is the head-quarters of the Bankapur taluka, and is reached *via* Yelvigi Station on the Hubli-Bangalore Branch of the S. M. Railway which is at a distance of 16 miles from it. Bullock-carts and Dhamnis are available at the railway station.

Situate on the Bangalore road, it is thereby connected with Hubli in the north and Bankapur in the south.

It has a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

Bankapur itself is a small town, 14 miles distant from the Haveri Station.

GADAG, an important town in the eastern part of the district, is the head-quarters of the Gadag taluka, has a Subordinate Civil

Court, and a railway station at a distance of $1\frac{1}{2}$ miles. Conveyances are available at the station.

It is connected by separate roads with Ron and Gajendragad in the north, with Bellary in the Madras Presidency through Dambal in the south-east, with Shinhatti in the south and with Dharwar in the west.

It is supplied with a Municipality, a Post and Telegraph Office, a Dispensary in charge of an Assistant Surgeon and a District Bungalow and has an Anglo-Vernacular School, a Sanskrit School, Primary Schools and a Subordinate Treasury.

MUNDARGI is a small town in the eastern part of the district, is the head-quarters of the Mahalkari of the peta-taluka of the same name, and can be reached by the Gadag Station which is $25\frac{1}{2}$ miles from it. Bullock-carriages are available at the station.

It is connected by roads with Gadag, Badarhalli, Dambal and Harrogori.

It has a Post Office, a Dispensary and a Primary School.

HANGAL, the head-quarters of the taluka of identical name in the southern portion of the district, is reached *via* Haveri Station, the distance between them being 23 miles. Bullock-carts and Dhamnis are available at the station.

It has road connections with Sirsi and Kumta in the Kanara District, with Bankapur in the north, and with Haveri and Kod in the east by separate roads.

It has a Post and Telegraph Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

HUBLI, an important trade-centre to the south-east of Dharwar at a distance of 9 miles, is a taluka head-quarters having a Subordinate Judge's Court and a railway station, $1\frac{1}{2}$ miles distant. Conveyances are available there.

It is situate on the Bangalore road, and is besides connected by roads with Bijapur in the north, Kalghatgi in the south-west, Kundgol in the south-east and Gadag in the east.

It has a Municipality, Post and Telegraph Offices, a Dispensary in charge of an Asst. Surgeon, a Sub-Treasury, Travellers' and District Bungalows, an Aided High School, an Anglo-Vernacular School for Europeans and Anglo-Indians, two other Anglo-Verna-

cular Schools, a Railway Mahomedan English School, a Girls' Middle-School for Europeans and Anglo-Indians, Manual Training Classes at the Lamington High School and Primary Schools.

KALGHATGI. Near the western border of the district, this is a head-quarters town reached by the Dharwar Station which is at a distance of 21 miles from it. Bullock-carts and Dhamnis are available there.

One road running from it to the north connects it with Dharwar, another to the north-east leads to Hubli, and a third runs towards the south-west to Yellapur.

It has a Post and Telegraph Office, a Dispensary, a Primary School and a Subordinate Treasury.

HAVERI, the head-quarters of the Karajgi taluka, has a Subordinate Judge's Court and a railway station at a distance of $\frac{3}{4}$ ths of a mile. Conveyances are available at the station.

It is situate on the crossing of the Bangalore road coming from Hubli and passing to Ranebennur, and the Bellary road coming from Kumta.

It has a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

Karajgi itself is to the north-east of Ha'veri at a distance of 7 miles and has a railway station of the same name at a distance 3 miles from it.

HIREKERUR, the head-quarters of the Kod taluka, is approached by the Byadgi Station, the distance between them being 21 miles. Bullock-carts are available there.

It has no important road connection except with Kod the village which gives its name to the taluka.

It is provided with a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

Kod itself is a small village to the north of Hirekerur at a distance of about 7 miles.

NAWALGUND, a town to the north-east of Dharwar at a distance of 12 miles, is the head-quarters of the taluka of identical name, admitting of access *via* Annigeri Station, which is 11 miles distant from it. Bullock-carts are available there.

A branch road connects it with the Hubli-Gadag road, another with the Hubli-Bijapur road, while there is an important road running from it to Ron.

It has a Municipality, a Post office, a Dispensary, a District Bungalow, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

RON, the head-quarters of the Ron taluka, has for its nearest railway station Mallapur, the distance being 9 miles. Bullock-carts are available there.

It has roads connecting it with Badami, Gadag and Navalgund.

It has been provided with a Post Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

RANEBENNUR. Situate in the south-east part of the district touching the limits of the Madras Presidency, this is a taluka head-quarters, and has a railway station, of the same name at a distance of 1 mile where conveyances can be had.

One road connects it with Karajgi in the north, another with Kod in the south-west, and a third with Bangalore in the Mysore territory.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow, and an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

NARGUND. In the north-west corner of the district touching the limits of Belgaum, this is the head-quarters of the peta-taluka of the same name, and can be reached *via* Mallapur Station which is at a distance of 20 miles from it. Bullock-carts are available at the station.

It has no important road connections with any other places except Hubli and Mallapur.

It has been provided with a Municipality, a Post Office, a Dispensary, a District Bungalow, and has an Anglo-Vernacular School and Primary Schools.

KANARA.

KARWAR. This is a big sea port town having a well-built harbour, at a distance of 1 mile and is the head-quarters of the

Collector, the District Judge, the Asst. Collector of Salt Revenue, the Deputy and Extra Assistant Conservators of Forests in charge of the Northern, Eastern, Central and Southern Divisions of Kanara, the Supdt. of Jail, the Supdt. of Police, the Civil Surgeon and the Executive Engineer. It is touched during the dry season by the local cargo and passenger and the Mangalore Line Steamers of the Bombay Steam Navigation Company, starting daily from the Bombay Harbour. During the wet season *viz.* from 15th May to 14th September it can be reached *via* Margaon Station on the West India Portuguese Railway connected with the M. and S. M. Railway at Londa Junction, the distance between Karwar and Margaon being 44 miles. Mail-tongas and bullock-carts are available at the station.

It is connected with the S. M. Railway at Dharwar by an inland road passing through Kadra, Kumbarwada, Supa and Haliyal, and by a coast road running south it is connected with Ankola, Kumta, Honavar and Bhatkal.

It has a Municipality, Post and Telegraph Offices, a District Treasury kept with a branch of the Bank of Bombay, a Civil Hospital, a Govt High School, an Anglo-Vernacular School, a Girls' Middle School, a Central Normal Class for Male Teachers and Primary Schools.

ANKOLA, a sea-port to the south-east of Karwar, is the headquarters of the taluka to which it gives its name, and is reached during the fair season *via* Karwar Bundar which is at a distance of 21 miles from it. During the monsoon, the nearest approach to it is by the same station as Karwar. Bullock-carts for Ankola and Mail-tongas up to Karwar are available at the station. An alternative route is *via* Haveri Station, the distance in that case being 101 miles. It gets a good and an abundant water supply and its climate is moderate and healthy.

It is connected by roads with Karwar in the north-west, with Kumta, Honavar and Bhatkal in the south, and with Yellapur in the north-east.

It has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

HONAVAR, the head-quarters of the Mamlatdar and the Sub-ordinate Judge, of the Honavar taluka, is a sea-port touched by the local cargo, passenger and the Mangalore Line Steamers of the

B. S. N. Co., between 1st October and 30th April. During the period intervening between 1st May and 15th May, passengers have to get down at Kumta 11 miles from Honavar, where conveyances can be had. There is also a Dharamashala near the Kumta harbour. Between 16th May and 15th September it is reached *via* Margaon and Haveri Stations on the Portuguese and Southern Maratha Railways respectively, the distance in both cases being 95 miles. Bullock-carts are available at both the places.

It is connected by a coast-road with Kumta, Ankola, and Karwar in the north and Bhatkal in the south, and by an inland road with Bilgi and Siddapur in the north-east *via* Gersappa.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Aided High School, two Anglo-Vernacular Schools, Primary Schools and a Subordinate Treasury.

BHATKAL, the head-quarters of the *peta* of the same name, is a port touched during the fair season by the local cargo, passenger and the Mangalore Line Steamers of the B. S. N. Co., and is reached during the monsoon *via* Haveri Station on the M. and S. M. Railway, through Kumta and Honavar or *via* Margaon Station on the Portuguese Railway through Honavar, the distance in each case being 115 miles.

This town is connected on the north with Honavar, Kumta, Ankola and Karwar, and in the south with the Mysore State territory.

It is a Municipal town, having a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, Primary Schools, and a Subordinate Treasury.

KUMTA is the head-quarters of the Mamlatdar of the taluka, has a Subordinate Civil Court and is touched by the cargo, passenger, and the Mangalore Line Steamers of the B. S. N. Co., the harbour being at a distance of 1 mile. Conveyances are not available there unless previously arranged for. During the wet season *i. e.* from 15th May to 31st October, it is approached *via* Haveri and Margaon Stations, the distances being 82 and 80 miles respectively. Bullock-carts can be had at both the places.

It is connected by roads with Ankola and Karwar in the north, with Honavar and Bhatkal in the south, and with Haveri Station on the M. and S. M. Railway, through Sirsi and Hangal.

It has a Municipality, a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, an Aided High School, Primary Schools and a Subordinate Treasury.

SIDDAPUR town, to the east of Honavar at a distance of 45 miles, is the head-quarters of the taluka of the same name, situate close to the Mysore territory, and is reached from the sea-side *via* Honavar Bundar touched by the Steamers of the B. S. N. Co., and from the land-side *via* Haveri Station on the Southern Maratha Railway, the distances being 45 and 69½ miles respectively. Bullock carts can be had at both the places.

It has road connections with Bilgi, Gersappa and Honavar in the south west, with Sirsi in the north and through the last, with the Haveri Station.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Subordinate Treasury.

SIRSI. To the north-east of Kumta and in the eastern portion of the district, this is the head-quarters of the Mamlatdar and of the Subordinate Judge, Sirsi, and can be approached *via* Kumta harbour, at a distance of 40 miles. The approach from the land-side is *via* Haveri Station from which it is 28½ miles distant. Bullock-carts are available at both the places.

One road running west, connects it with Ankola, another running south-west with Kumta, a third running north to south with Siddapur, Londa, Manchigiri and Yellapur, and a fourth going east with Hangal and Haveri.

It has been provided with a Municipality, a Post and Telegraph Office, a Dispensary in charge of an Asst. Surgeon, Travellers' and District Bungalows, two Anglo-Vernacular Schools, Primary Schools and a Sub-Treasury.

HALIYAL, the head-quarters of the Mamlatdar of the taluka of identical name in the eastern part of the district touching the limits of the Dharwar district and the Extra Asst. Conservator of Forests, is reached *via* Dharwar Station which is 22 miles distant from it, or *via* Alnawar Station on the Portuguese Railway, the distance in that case being 7½ miles. Bullock-conveyances are available at both the places.

It is connected by roads with Dharwar in the north-east, with Bidi in the north-west, with Supa in the south-west, and with Yellapur in the south.

It has a Municipality, a Post Office, a Dispensary, a District Bungalow, a Primary School and a Subordinate Treasury.

SUPA, to the south-west of Haliyal at a distance of 15 miles, is the head-quarters of the Mahalkari of the peta-taluka of the same name, and is approached from the sea-side by the Karwar Bundar, at a distance of 59 miles, and from the land-side *via* Londa Junction at a distance of 16 miles where meet the Belgaum and Dharwar Lines. Bullock-carts are available at both the places.

It is connected by separate roads with Bicholim in the Portuguese territory, with Khanapur in Belgaum, with Dharwar *via* Haliyal, with Yellapur and with Kadra.

It has been provided with a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Subordinate Treasury.

YELLAPUR town to the north-east of Karwar at a distance of about 30 miles but separated from it by a range of hills, is the head-quarters of the taluka to which it gives its name, and is reached from the sea-side *via* Karwar harbour at a distance of 61 miles by a circuitous route. From the land-side, it can be approached *via* Hubli Station, on the S. M. Railway, which is at a distance of 42 miles from it. Bullock-carts are available at both the places.

It has separate road connections with Haliyal in the north, Supa in the north-west, Ankola in the south-west, and Mundgod and Bankapur in the east.

It has been supplied with a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Sub-Treasury.

MUNDGOD. On the eastern boundry of the district touching the limits of Dharwar, and to the east of Yellapur which is at a distance of 15 to 20 miles, this is the head-quarters of the Mahalkari of a peta-taluka, of the same name, and can be reached from the sea-side, *via* Karwar Bundar through Ankola and Yellapur, the distance being 86 miles. From the land-side, the approach is *via* Hubli Junction on the S. M. Railway which is 30 miles distant from it. Bullock-carts are available at both the places.

Towards the west it is connected by road with Yellapur, -and towards the south-east with Bankapur. There is also a branch road, connecting it with Hubli on the Panvel-Bangalore road.

It has a Post Office, a Dispensary, a Travellers' Bungalow, a Primary School and a Subordinate Treasury.

KOLABA.

ALIBAG, a port to the south of Bombay at a distance of 20 miles is the head-quarters of the Collector of Kolaba, the Subordinate Judge, under the District Judge of Thana, the Extra Deputy and the Extra Assistant Conservators of Forests, the Superintendent of Police, the Civil Surgeon, and the Executive Engineer, and is touched during the fair season by the Jaygad Line Steamers of the B. S. N. Co., and the B. I. S. N. Co., the distance of the harbour from the town being $\frac{3}{4}$ ths of a mile. During the monsoon, the place for landing is Dharamtar at a distance of 6 miles. All conveyances are available there. From the land-side it is approached *via* Khopoli Station which is the terminus of the Karjat-Khopoli Branch of the G. I. P. Railway, and is at a distance of 39 miles from it.

It is connected by roads with the port of Dharamtar, and with Pen, Panvel and Thana.

It has a Municipality, Post and Telegraph Offices, a Civil Hospital, an Aided High School, a Central Normal Class for Male Teachers, Primary Schools and a District Treasury. It is not a very healthy place owing to the land being marshy but is however cool in the summer.

KARJAT, a town amidst the Sahyadri hills to the north-east of Alibag at a distance of about 40 miles, is the head-quarters of the Karjat taluka, and a station on the G. I. P. Railway, S. E. Line.

It is connected by roads with Alibag through Pen, and with Panvel by the military road.

It has a Post and Telegraph Office, a Dispensary, a Travellers' Bungalow, a General Educational Institute, Primary Schools and a Subordinate Treasury.

KHALAPUR town, 10 miles to the south of Karjat, is the head-quarters of the peta-taluka of the same name, and can be approached *via* Khopoli Station from which it is 4 miles distant.

It is unimportant so far as road connections are concerned.

It has only a Post Office and a Primary School.

MAHAD. On the northern bank of the river Savitri, this is the head-quarters of a taluka of identical name in the southern part of the district touching the limits of Ratnagiri in the south and Satara in the east, has a Subordinate Civil Court, and is reached during the fair season, i. e., 15th October to 30th May, *via* Hareshwar Bundar touched by the Jaygad Line Steamers of the B. S. N. Co., leaving Bombay harbour daily at 7 a. m. From that port passengers have to walk over a distance of $1\frac{1}{2}$ miles along a sandy beach for going to Bagmandla, in order to catch a steam-launch coming from Bankot at tide-time on the opposite coast of the Bankot creek, which carries them up to Dasgaon whence to Mahad there is a land-route of 5 miles. No conveyance, not even a bullock-cart is available at Hareshwar. Goods must be carried over the heads of coolies who are generally to be found on the Bundar at landing-times. The Agent of the Steamship Company gives the necessary help if requested to do so. There is a Hindu hotel close to the Agent's Office, and a Musalman restaurant at a short distance. Conveyances can be had at Dasgaon Bundar. There is a Dharmashala close by and a Travellers' Bungalow at a short distance from it. The monsoon route to Mahad lies *via* Nagothna, a creek-port 41 miles distant, reached by a steam-launch leaving Dharamtar at tide-time, upto which steamers of the same Company leaving Carnac Bundar daily at 12 noon, carry passengers. There are a Dharmashala, and a Travellers' Bungalow at Dharamtar, quite on the harbour, and a Hindu hotel in its vicinity, and there are a Dharmashala and a Hindu restaurant near the Nagothna Bundar also. Bullock-carts are generally available there. The nearest railway stations are, Lonand, Wathar and Koregaon on the Southern Maratha Railway, the distances being 76, 76, and 80 miles respectively. Bullock-carts for those places can be had from the Mahad market, which is a big trade centre.

It is connected by roads with Chiplun and Khed in Ratnagiri, with Mangaoon and Nagothna and through the latter with Dharamtar in the north-west. The road running to Khed and Chiplun is met at Poladpur, a distance of 11 miles, by another coming from the east, which takes one to Mahabaleshwar, Panchgani, and Wai *via* Wada near Pratapgad. From near Birwadi, 6 miles from Mahad start two other roads also, one reaching Bhore and connecting Mahad.

through that town with the Lonand Station, and another terminating at Poona.

Mahad has a Municipality, a Post and Telegraph Office, a Dispensary, a P. W. D. Bungalow, an Anglo-Vernacular School, Marathi and Urdu Primary Schools, and a Subordinate Treasury. It gets an abundant supply of good water from wells, has two rivers flowing close by it and its climate though somewhat hot in the summer is, on the whole, healthy.

MANGAON. Situate to the north-west of Mahad at a distance of 17 miles, this is the head-quarters of the Mangaon taluka and is reached from the sea-side by the same routes as Mahad. Its distance from Dasgaon is 12 miles, and from Nagothna, 24 miles. From the land-side, it can be approached by the Khopoli Station through Nagothna, the distance in that case being 66 miles.

Besides being situate on the road running from Nagothna to Mahad, Khed and Chiplun, it has no other importance so far as road connections are concerned.

It has a Post and Telegraph Office, a Dispensary, a Dharma-shala, a Primary School and a Subordinate Treasury.

PANVEL, is a head-quarters town near the northern boundary of the district, has a Subordinate Judge's Court, and is accessible from the land-side by the Mumbra and Karjat Stations on the G. I. P. Railway, S. E. Line, at distances of 15 and 18 miles respectively; Tongas and Motor Cars are available at the former and only Mail Tongas at the latter. From the sea-side it can be approached *via* Ulwa port touched by the Ulwa Line Steamers of the B. S. N. Co., which is at a distance of 6 miles from it. Conveyances are available there at call.

It is connected by roads with the Mumbra and Karjat Stations and with Ulwa port above-mentioned, and is besides joined with the port of Uran, in the south-west, with Pen in the south and with Thana in the north-west. The road coming from Ulwa port proceeds right up through Poona, Satara and other places to Bangalore in the Mysore State.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury.

URAN, a small port touched by the Ulwa Line Steamers of the B. S. N. Co., is the head-quarters of the Mahalkari of the petataluka of the same, the Asst. Collector, Salt and Excise, and the Asst. Surgeon. The harbour is at a distance of 3 miles from the town. It is also reached *via* Karjat Station on the G. I. P. Railway, S. E. Line, at a distance of 33 miles. Both kinds of conveyances are available at the harbour, and bullock-carts only at the Railway Station.

Its only important road connection is with Panvel in the north-east.

It has been provided with a Municipality, a Post and Telegraph Office, a Dispensary, a District Bungalow and Primary Schools.

PEN. To the north-east of Alibag at a distance of $18\frac{1}{2}$ miles, this is a town of importance, having the office of the Mamlatdar, Pen taluka, and the Court of the Subordinate Judge, Pen, and is reached from the sea-side *via* Dharamtar port touched by the Dharamtar Line Steamers of the B. S. N. Co., which is 5 miles distant from it. Conveyances are available at the port. From the land-side, the nearest approach to it is from the Khopoli Station on the Karjat-Khopoli Branch of the G. I. P. Railway, at a distance of 21 miles. Bullock-carts can be had there.

Besides being connected with the above port and station, it has roads connecting it with Panvel in the north and with Nagothna in the south.

It has a Municipality, a Post and Telegraph Office, a Dispensary, an Aided High School, Primary Schools and a Subordinate Treasury.

NAGOTHNA, the head-quarters of the Mahalkari of the petataluka of the same name, is a creek-port reached by the Dharamtar Line Steamers upto Dharamtar and then by a steam-launch leaving at tide-time and running throughout the year. There is also a cart-road from Dharamtar to Nagothna. Bullock-carriages are available at both the places. The nearest railway station Khopoli is 41 miles from it. Carts can be had there.

It is also connected by roads with Pen in the north and with Mangaon and Mahad in the south.

It has a Post and Telegraph Office, a Travellers' Bungalow and a Primary School.

ROHA. To the south-west of Nagothna, at a distance of 18 miles, this is a taluka head-quarters, has a Subordinate Judge's Court, and can be reached during the fair season by the Revdanda port touched by the Jaygad Line Steamers, from which it is 24 miles distant. Small country-boats meet the steamers at the landing place and carry passengers to Roha. During the monsoon, the route for access to it is the same as for Mahad. The nearest railway station is Khopoli and the road to it lies *via* Nagothna, the aggregate distance being 59 miles.

It has only one road, which meets the Nagothna-Mahad road at a distance of 11 miles from the former place.

It has a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, Primary Schools and a Subordinate Treasury. It gets an ample supply of good drinking water from wells and a river near it and its climate though somewhat hot in summer is healthy.

RATNAGIRI.

RATNAGIRI, the head-quarters of the Collector, the District Judge, the Extra Depy. Director of Agriculture, Thana, Kolaba, Ratnagiri and Karwar Districts, the Asst. Collectors, Goa Frontier and Ratnagiri, the Supdt. of Post Offices, Konkan Division, the Supdt. of Jail and Lunatic Asylum, the Supdt. of Police, the Civil Surgeon and the Executive Engineer and is a port on the western coast line, touched by the Goa Line Daily Mail Steamers of the B. S. N. Co., the distance of the harbour from the town being 1½ths miles. Bullock carriages and carts are available at the harbour. From the land-side it is reached *via* Karad Station on the M. and S. M. Railway, through Patan, Chiplun and Anjanwel, the aggregate distance being nearly 105 miles, and *via* Kolhapur Station which is at a distance of 82 miles. Conveyances are available at both the places.

It is directly connected by roads with Jaygad and Anjanwel in the north and with Sangameshwar in the north-east.

It has a Municipality, Post and Telegraph Offices, a District Treasury, a Civil Hospital, a Travellers' Bungalow, a Government High School, two Anglo-Vernacular Schools, a Middle School, a

Central Normal Class for Male Teachers, a School of Industry and Primary Schools.

CHIPLUN, a town in the northern portion of the district on the southern bank of the Washishti River, is a taluka head-quarters and has a Subordinate Judge's Court. For reaching it during the fair season from the Bombay side, one has to travel up to Dabhol Bundar touched by the Jaygad Line Steamers of the B. S. N. Co., thence go in a steam-launch leaving at tide-time to Gowalkote up the river and thence 3 miles by a bullock-cart. During the monsoon, *i. e.* from the 31st May to 14th October, the nearest approach is *via* Karad Station on the M. and S. M. Railway, from which it is 56 miles distant. There is a regular motor-service from Karad to Chiplun. There is a Hindu hotel at Dabhol near the harbour, and a Dharmashala near the Karad Station.

It is a trade centre having important road connections with Anjanwel in the west, Khed, Mahad and other towns in the Kolaba district up to Pen, in the north, Sangameshwar in the south and Patan, Karad and Vita in the Satara district in the east.

It has been provided with a Municipality, a Post and Telegraph Office, a Dispensary and a Sub-Treasury and has an Anglo-Vernacular School and Primary Schools.

GUHAGAR, a sea-coast town to the north of Ratnagiri at a distance of about 16 miles, is the head-quarters of the Mahalkari of the peta-taluka of the same name and can be reached during the fair season *via* the Dabhol Bundar above referred to from which it is 8 miles to the south which distance must be travelled over in country-crafts which are available, or *via* Jaygad port touched by the Marmagoa Line Steamers of the same Company, from which it is at the same distance. In the foul season it can be approached through the Karad Station and Patan and Chiplun, the aggregate distance being 83 miles. There is a motor-service from Karad to Chiplun and from that place bullock-carts can be had for Guhagar which is 27 miles distant from it.

It has no important road connections and has been supplied only with a Post Office, and a Primary School, and a Subordinate Treasury has been stationed there.

DAPOLI. In the northern part of the district this is a head-quarters town, has a Subordinate Civil Court, and during the fair

season access to it lies through Harnai port touched by the Jaygad Line Steamers, the distance being 9 miles. Bullock-carts are available at the port-town. From 31st May to 14th October it can be reached only *via* Karad and Chiplun, the aggregate distance from the station being 86 miles. Bullock-carts can be had from Chiplun.

It is situate on the road running from Khed to Harnai port and has a Post and Telegraph Office, a Dispensary, a Subordinate Treasury, an Aided High School, a Technical School and Primary Schools for boys and girls.

MANDANGAD, the head-quarters of a *peta* in the north of the district is reached during the dry season by a cart-track from Mahapral, a port on the Savitri river touched by a steam-launch leaving Bankot at tide-time. Passengers from Bombay must travel upto Hareshwar by the Jaygad Line Steamers, and walking over a distance of $1\frac{1}{2}$ miles board the launch at Bagmandla. For the conveniences available at Hareshwar see "MAHAD." During the monsoon it is well-nigh inaccessible. In case of urgent need, one must travel by a country-boat up to Dasgaon, and from there by a bullock-cart to Mahad, and thence go to any of the railway stations mentioned under that heading.

It has no important road connection and the only conveniences available there are a Post Office and a Primary School.

DEOGAD. This is the *sadr.* station of the Mamlatdar of the Deogad taluka, has a Subordinate Judge's Court and is a sea-port touched by the Goa Line Steamers of the B. S. N. Co., the distance of the harbour from the port being 1 mile. Conveyances are available at the harbour. The railway route is *via* Kolhapur Station which is at a distance of 70 miles from it. Bullock-carts can be had at the station.

It is connected by roads with Ratnagiri in the north, and with Malwan, Vengurla and Goa in the south. It has also a branch road connecting it with the Rajapur-Kolhapur road.

It has a Post and Telegraph Office, a Dispensary, a Primary School and a Subordinate Treasury. Superior qualities of food are not obtainable there. People there grow very few vegetables.

KHED, a town in the north-eastern part of the district, has a Mamlatdar's Office, and a Subordinate Judge's Court, and can be reached *via* Dabhol and Harnai Bundars, touched by the Jaygad

Line Steamers, the distances being 8 and 25 miles respectively. In the foul season it is approached by the Karad Station on the M. and S. M. Railway through Chiplun, the aggregate distance being 76 miles. Bullock-carts can be obtained at Chiplun. For the conveniences available at Karad see "CH IPLUN".

It is connected by a road with Mahad on the one side and Chiplun on the other and by another with the ports above-mentioned.

It has a Post and Telegraph Office, a Dispensary, an Anglo-Vernacular School, a Primary School and a Sub-Treasury.

MALWAN, the head-quarters of the Malwan taluka in the southern part of the district, has a Subordinate Judge's Court, and is a port touched by steamers of the B. S. N. Co., and the Swadeshi Co-operative Steam Navigation Company, leaving Carnac Bundar at Bombay, those of the former daily, and of the latter on alternate days. The harbour is at a distance of $\frac{3}{4}$ ths of a mile from the town. Conveyances though always not ready at the harbour are available at a short notice. Access to it is had in the monsoon from the Kolhapur Station at a distance of 60 miles. Conveyances are available there.

It is connected by roads with Deogad in the north and with Goa in the south, and has also a branch road connecting it with the Rajapur-Kolhapur road.

It has a Post and Telegraph Office, a Dispensary in charge of an Asst. Surgeon, a District Bungalow, an Aided High School, an Anglo-Vernacular School, Primary Schools and a Sub-Treasury.

RAJAPUR, an inland town to the south-west of Devrukh at a distance of about 47 miles, has a Mamlatdar's Kacheri and a Subordinate Judge's Court, and can be reached *via* Musakaji port at a distance of 21 miles, touched by the steamers of both the Companies above-mentioned. From Musakaji one has got to travel to Jaitapur, a distance of 8 miles, in boats of the said Steamship Companies, which are found ready and from there other independent boats have to be taken for Rajapur. There is a Dharmashala at Jaitapur. The climate of Rajapur is good and living is cheap there. From 1st June to 30th September this town is accessible from the Kolhapur Station at a distance of 60 miles, or from the Belgaum Station which is 65 miles distant. Bullock-carts can be had at both the places.

There are two roads connecting it with Kolhapur, one due north-east and the other which is a lengthier one due south-east *via* Tarla. There is also a branch road running from it and connecting it with the Ratnagiri-Sangameshwar road.

It is a Municipal town, having a Post and Telegraph Office, a Dispensary, a Sub-Treasury, an Aided High School and Vernacular Schools for boys and girls.

DEVBUKH, the head-quarters of the Sangameshwar taluka, has a Subordinate Judge's Court, and can be approached *via* Ratnagiri or Jaygad, preferably the latter, the distance in each case being 40 miles. Carts and Shigrams are available at Ratnagiri. From Jaygad, a steam-launch leaving at tide-time, takes passengers to Fungus, at a distance of 24 miles. From there to Sangameshwar 6 miles distant, one has to go by country-crafts and from thence 10 miles by bullock-carts to Devrukh. The monsoon approach is through the Kolhapur Station, at a distance of 60 miles. Conveyances are available there.

It is connected by a road with Kolhapur on the one hand and with Sangameshwar on the other.

It has a Post Office, a Dispensary, a Primary School and a Subordinate Treasury.

Sangameshwar, the town which gives its name to the taluka is to the south-east of Devrukh at a distance of 10 miles. It has a Telegraph Office though the other town has not.

VENGURLA, the southernmost port of the district and the presidency, is the head-quarters of the taluka of identical name, close to the Sawantwadi State territory, has a Subordinate Civil Court, and is touched by the Mangalore and the Goa Line Steamers of the two Steamship Companies above-mentioned, the distance of the harbour from the town being 2 miles. Bullock-carriages are available at the harbour. The land-side approach is through Belgaum Station at a distance of 78 miles. Bullock-carriages can be had there also.

It is connected by roads with Deogad in the north, Sawantwadi in the east, and Goa in the south.

It has a Municipality, a Post and Telegraph Office, a Dispensary in charge of an Asst. Surgeon, a Travellers' Bungalow, two Anglo-Vernacular Schools, Primary Schools and a Subordinate Treasury. Its climate is good and living there is comparatively cheaper than at the other places in this district.

CHAPTER V.

Places of Interest in the Presidency.

AHMEDABAD.

AHMEDABAD city was built by Ahmed Shah, a king of Gujrat, in 1411 and considerably improved by Mahomed Begada (1459-1511). The objects of interest in it are therefore mostly of Mahomedan origin. They are divisible into two groups, namely, those inside and those outside the city walls. The former include the Juma Musjid, a spacious and handsomely-built mosque of the date A. D. 1423, to the east of the Three Gateways, Rani Sipri's Mosque, the gem of Ahmedabad, built in 1514, the Queen's Mosque in Sarangpur constructed in 1510, Haibat Khan's Mosque near the Jamalpur Gate, Sultan Ahmed II and his wife's tombs in the Juma Musjid enclosure, the Three Gateways forming the entrance to the Bhadra, the Karanj or the fountain opposite to them, the palace a little to the south-west built by Azim Khan in 1636, the Bhadar or Citadel, and inside it the Manek Buraj at its south-west corner, Sultan Ahmed's Mosque in the south, and Sidi Syed's Mosque in the north-east, then in the north-east of the city the Gaekwar's palace repaired but not built by Damaji Gaekwar in 1757, Shujat Khan's Mosque to the north-east of the Lal Gate built in 1695-96, Shah Vajjud-din's tomb near it on the west built in 1609, Syed Alum's Mosque further to the north built in 1420, the Queen's Mosque in Mirzapur on the road to the Delhi Gate built between 1430 and 1440, the Shahpur Mosque in the extreme north-west built in 1565, Kutub Shah's Mosque erected in 1446, Muhafiz Khan's Mosque built in 1465, the Swami Narayan's Temple at a distance of about 500 yards from the last-named mosque and the remains of Jehangir's Mint about 300 yards south of the temple; the latter group is composed of Hatising's temple finished in 1848 on the right of the Camp road beyond the Delhi Gate, Musa Suhag's Mosque built about the year 1475, Dada or Dai Hari's Well at Asarva one mile east of Hatising's temple, built in 1485, Mata Bhawani's Temple, the oldest remnant of the old city of Asaval or Karnavati, a little to the north of the latter, Shahi Bag, a mile-and-a-quarter to the north-west of the same temple, Miya Khan Chisti's and Achyut Bibi's Mosque and Daria Khan's tomb between the city and the Shahi Bag built during the period A.D. 1453 to 1460, Syed Usman's Mosque three-quarters of a mile to the west of

the last-named tomb, built in 1460, Shantidas' temple at Saraspur, a mile-and-a-half to the east of the city, Malik Shaban's Lake, one mile south-east of Saraspur, Kankaria Lake, "probably the largest of its kind in India," three-quarters of a mile to the south-east of the Raypur Gate, Malik Alum's Mosque three-quarters of a mile to the south-west of the Kankaria Lake, Shah Alum's Tomb, Mosque, and Assembly Hall, about a quarter of a mile further south, Azam Khan and Mozam Khan's tombs about one-and-three-quarters of a mile on the road to Sarkhej, and Sarkhej itself about three-and-a-half miles beyond Azam Khan's tomb built between 1445 and 1451.

BHIMNATH, a village 10 miles south-west of Dhandhuka, has a temple of Mahadev held in high local esteem. Tradition connects it with the Pandavas and it is reputed to have been brought into prominence by an ascetic named Madhavgir.

DHOLERA, in Dhandhuka taluka is about 12 miles distant from the port of the same name on the eastern coast of Kathiawar, is one of the chief cotton marts in the Gulf of Cambay, and has a beautiful pond surrounded by handsome temples. Its climate is however sickly and unpleasant.

DHOLKA, is probably one of the oldest towns of Gujrat, being supposed to stand on the site of Viratpur of Mahabharat fame, and has for ever maintained its position as an important trade centre. Women's *sarees*, pottery, wooden bracelets, and iron and brass tools are the principle items of manufacture at that town. There is nothing of architectural interest in it.

HARSOL, a town in the Prantij taluka about 30 miles north-west of Ahmedabad and situate among the ravines on the banks of the Meshva, has a natural spring whose water remains warm at night and cool during the day and is believed to cure certain diseases.

MANDAL, a Municipal town of some importance about 14 miles north-west of Viramgaum, has some small stone built mosques, and handsome temples.

PATRI, in Viramgaum taluka and situate on the Kharaghoda Branch of the Wadhwan Railway, is surrounded by a wall, and has a strong castle in the centre, well-built temples and houses, and a fine masonry reservoir.

PIRAM, is four-and-a-half miles south of Gogha in the Gulf of Cambay, and is surrounded on all the sides except the southern by

rocky reefs rising to the surface from a depth of from sixty to seventy feet. What gives it a special importance is the presence of a large store of fossils of wooden materials and animals of various sorts and sizes in its vicinity.

RANPUR, about 20 miles west of Dhandhuka, is a well-built town with a fine old castle partly in ruins. Its climate is pleasant and invigorating. It is a railway station on the Bhavnagar Branch of the B. B. and C. I. Railway.

KAIRA.

DAKOR. A railway station on the Anand-Godhra Railway, it has a very grandly-built temple of Ranchhodji where pilgrims flock in such large numbers that it may very aptly be styled the Pandharbour of Gujrat. At a short distance from the temple there is a big pond wherein boats can move about freely. The railway station is at a distance of 1 mile from the town.

KAPADVANJ, has among its objects of interest, a fine reservoir built by Sidhraj Jeysing (1094-1143), and an arch built in the Chalukya style.

MATAR, has only a temple built by a Shrawak merchant in 1797, to interest a visitor.

MEHEMDABAD, once a well-fortified city having noble palaces, a fine park, and market places, built by Mahomed Begada in 1479, is now in ruins. Still, what remains of the city walls, the gateways and the palaces, the step-well in the centre of the town, the Dhundia reservoir, and the Bhamaria well are worth a visit.

NAPAD. Fourteen miles west of the Vasad Railway Station on the B. B. and C. I. Railway, this is a town having a population of about 6,000 men. It has a fine pond with well-decorated steps.

VADVAL, is one-and-a-half miles west of the Boriavi Railway Station on the B. B. and C. I. Railway. It derives its importance from its being the seat of the founder of the Swami Narayan cult. The mansion of the Maharaj, the monastery, the lecture-hall, the garden having trees and plants of the dry and the green fruits of various kinds, and a beautiful pond at a short distance from these are objects which would well repay a visit. There is a Dharmashala in the vicinity of the temple.

PANCH MAHALS.

BHAVKA. About 5 miles south-west of Dohad, this village has a temple of Mahadev, built during the times of the Hindu kings of Champaner.

BHIMKUND. About 5 miles south of Dohad, this is a basin formed by the water of a river falling from a height of about 27 feet.

CHAKKI-NO-ARO, literally the Grindstone Bank, "one of the most singular spots in the district," is situate on the Karad river between Medapur and Marwa in Halol taluka. This reservoir derives its name from a sacred grindstone which is believed to have cured a Raja of Benares of the disease of the growing of hair in the palms of his hands. In the bank there is an opening said to connect it with Machi Haveli half-way up Pavagad.

CHAMPANER. Though now deserted this town has a great historical importance and still retains traces of its former greatness. The various tombs and mosques, the relics of old buildings, and the citadel are well worth a visit.

DESAR, near Sonipur in Halol, has an old stone temple of Mahadev. It is a most striking building, its sides having been richly carved from base to roof with the beautifully broken outline of the old Brahmanic and Jain buildings.

DOHAD, lies in a hollow, girt by ridges of low hills at the entrance to the chief pass between Gujrat and Malwa. Its local manufactures are blackwood hair-combs, and lac bracelets. It is an old town on the banks of the river Dadhimati said to have derived its name from Dadhichi Kishi. It is in two parts, the old and the new. The places of interest in the old town are, Chhab Talav, near the Godhra side-gate and some mosques.

GODHRA, is a town of much antiquity but the only objects of interest in it now existing are a lake and a fort to the north-east of the town.

HALOL. It is said that near the site of this town there was an exquisitely beautiful town in the heyday of the Champaner chiefs. The only relic however is a reservoir of great size. The evidence of its occupation at one time by the Mahomedans, is a mausoleum within its limits.

JHALOD. Though comparatively insignificant, this town also has a large and handsome pond, solidly-built houses and a market and a mosque.

LILAVATI. The site of this town of Mahabharat antiquity has been identified with that of three villages, Lilva Pollar, Lilva Dev, and Lilva Thakor.

PAVAGAD. This is a hill fortress built by the Champaner chiefs. It has been the scene of the fiercest battles in the history of Gujrat, and though much damaged is yet full of interesting remains, likely to appeal to the imagination of the dullest observer. There is a railway connection up to the base of the hill, the nearest station being Champaner Road on the Anand-Godhra line.

BROACH.

BAWA RUSTAM. This is the name of a Mahomedan Saint in whose memory, two places, one a mile distant from the village Pariej in Broach taluka and the other at the town of Jambusar, are held sacred.

BHADDBHUT, a village 18 miles distant from Broach, is a place of pilgrimage only in the month of Bhadarwa when it is intercalary which happens every 19th or 20th year. People generally go to it by boat from Broach.

BROACH, is a fortified town on the northern bank of the Narbuda. The whole of the river bank from the Navchoki to the Dashashwamedh, the place where Bali, a demon-king is reputed to have performed sacrifices, is studded with temples, none of which is remarkable from an architectural point of view. The public buildings there worth-seeing are the Collector's Office, the Court Houses, the Dutch Factory, the Jail, the Civil Hospital, the English Church, the High School, the Municipal Market and the Custom House. The objects of antiquarian interest are the Juma Musjid, the Idrus Mosque beside which is a small mausoleum where lie the remains of some of the Nabobs of Broach, the mausoleum of Bawa Rahan about a mile to the north, Pir Chhatar's Tomb about half-a-mile to the east of the latter, and the five Parsi Towers of Silence of which only one is now in use.

JAMBUSAR, has a lake of considerable size to the north with richly-wooded banks, and in its centre a small island about 40 feet

in diameter overgrown with mango and other trees. Inside the town there is a strongly-built fort wherein are now located the Mamlatdar's Office, the Civil Court and other Public Offices. The people are busy dealing in raw cotton, and with tanning and the manufacture of leather, colico-printing, and the manufacture of ivory armlets and toys. The lake, the fort and Acharji's Temple are the only objects of interest in this town. It has three rest-houses for travellers.

KAROD. is a place of pilgrimage for the Hindus on the right bank of the Narbuda about half-way between Broach and Shukaltirth. A fair is held there once in 20 years when Vaishakh happens to be the intercalary month. The object of worship is an idol of Mahadev known as Koteswar or Kotilingeshwar. Scarcity of water is generally felt there at the fair-time.

KAVI, is a Jain place of pilgrimage having besides the remains of old buildings, two recently-built temples known as "Sāsu-Vahunā Deherā." The second is said to have been built at a cost of Rs. 1,100,000.

SHUKALTIRTH. This is an important place of pilgrimage in this district, at a distance of about 10 miles from Broach, from where people generally go in boats. It can be reached also *via* Jagadia Station on the Rajput State Railway starting from Ankleshwar. A fair is held there every year on the 15th of Kartik Sud. Near it are the Kavatirth and the Onkareshvartirth. It is believed that it was at Shukaltirth that Chandragupta and Chanakya got themselves purified from their sins.

TANKARI, the second port of importance in the Broach district, is situate on the eastern side of a small creek, the Dhadhar, in the Jambusar taluka. The principal articles of export from it are Malwa opium, and the cotton and grain of Jambusar and Amod. The Jambusar Railway has done much to decrease its importance.

SURAT.

BULSAR. Situate on the estuary of the small but navigable river Auranga, this is a well-developed town having a large import and export trade, the chief imports being piece-goods, tobacco, wheat, fish and sugar, and the exports, timber, grain, molasses, oil, firewood and tiles. The principal manufactures of the town are : the weaving

of cotton and silk cloths, and the making of bricks, tiles and pottery.

DUMAS. It is a health-resort in the Sachin State Territory about 10 miles north-west of Surat. It has a large number of palatial bungalows, broad metalled and well-lighted roads, a Post and Telegraph Office, a Dispensary, and a special Officer's Office ready to make all possible convenience for visitors. Bullock-carts, horse-carriages and even a motor car can be had at the Surat Station at train-times.

RANDEK. This city probably as old as Broach has no traces of its antiquity except a mosque which has many portions showing that the original building which stood there, was a Jain temple. More than one-third of its population consists of the Mahomedans. The houses are generally well-built and the Bohras of this town are generally well-to-do. It has a Municipality, a Dispensary, Post and Telegraph Offices, and Arabic, Urdu and Gujati Schools.

SURAT. The chief object of interest in this city is its castle situate on the Tapti river, and built between 1540 and 1546. The other objects are the Narai Mehel, the old English Factory, Mirza Sami or Khudawand Khan's tomb, the Municipal Hall which was originally a resting-place for Musalman travellers in Mulla Chaklo, the Civil Hospital, the Nursing Home, Sir J. J. High School, the Bank of Bombay, R. B. Naginchand's Institute, the Hope Bridge, and the Victoria Garden, all these in the vicinity of the Castle, the Nabob's Palace in Begumpura, the Mulla Saheb's Palace, a Mosque and two mausoleums in Navapura, Gopi Talav, formerly "a work not unworthy of Imperial Rome," and "one of the finest works in Gujrat," but now only "an earthen hollow without water and stone-facings, and the Court-houses in Nanpura."

The Varacha Water-works which supply drinking water to the city are at a distance of about 4 miles from it in the eastern direction.

UNNAI, in the Gaekwar's territory is a hamlet known for its hot spring whose water cools only once in a year on the full moon day of Chaitra (March-April), and is otherwise too hot to be borne by the human body. It is reached *via* Bilimora Station on the B. B. and C. I. Railway, or Vyara Station on the T. V. Railway.

VAUX'S TOMB OR HAJIRA, a place of health-resort in the British territory like Dumas in the Sachin State but not so well-

developed, is reached from Surat both by land and water. It has rest-houses for Hindus and also for non-Hindus.

THANA.

AGASHI, 10 miles north of Bassein and $3\frac{1}{2}$ miles west of Virar Railway Station on the B. B. and C. I. Railway, has a Christian Church with a Vicarage and a school attached thereto, and a temple of Bhawanishanker and a pond supposed to cure skin diseases.

AMARNATH OR AMBERNATH, a small village 4 miles south-east of Kalyan and about a mile west of the Railway Station of the same name on the G. I. P. Railway, S. E. Line, has a temple of Mahadev built about the middle of the 11th Century. It is in the many-cornered Chalukya or Hemadpanti style with out-corner domes and close-fitting mortarless stones carved throughout with half life-sized human figures and with bands of tracery and belts, miniature elephants and musicians. It is well-preserved. Across the rivulet about a hundred yards to the east is a small pond with a flight of long steps on the east and the south.

AMBIVLI CAVE, about half a mile from the village of the same name near Jamburg and about 16 miles north-east of Karjat, lies under and to the north of the hill fort of Kotaligad. It is a Buddhist work of the period B. C. 250 to A. D. 100 overlooking the river Ulhas and is approached by a sloping rock.

BASSEIN, is an old historical place with a Fort, 6 Catholic Churches, 2 Hindu Temples and 2 Dharmashalas built by Parsis. The chief objects of interest there are, the massive double sea-gateway, with teak and iron doors, the towered front and side walls, the great square to the left of the sea-gateway, the ruins of some old houses and the pier.

BHANDUP. Four miles south-west of Thana, this is the nearest railway station for the Tulsi Lake which along with others supplies Bombay with drinking water. Near it is the Pavai estate once reputed for its experimental farm but now in ruins.

BHIWANDI, near Kalyan is chiefly noted for its rice, the trade being principally in the hands of Konkani Musalmans. The old dispensary there is now used as the Sub-Judge's Court. The chief Musalman remains are some tombs. The Mamlatdar's Office has

been built on the site of the Peshwa's palace, traces of which are still visible. There is a P. W. D., rest-house to the east of the town. At Karoli about $1\frac{1}{2}$ miles from it on the south-west, are the remains of a richly-carved Jain temple.

BORIVLI, a railway station on the Baroda Railway, is a convenient centre for visiting the Kanheri caves, Mandapeshwar or Mt. Pezier, the Eksar stones, the Poinsar caves, and cisterns, the Buddhist monastery near it, the carvings and Pali inscriptions at Akurli, and the great Jogeshwari cave. There is a rest-house near the station and bullock-carriages can be had there whenever required.

EKSAR, is an alienated village about a mile north-west of the Borivli Station. There is a mango-grove on the bank of a pond are six well-carved stone-slabs, of which one is broken. The sculpture is evidently the work of a devotee of Shiva.

ELEPHANTA OR GHARARURI CAVES, are situate on an Island 7 miles east of Bombay which is touched by the Ulwa Line Steamers of the B. S. N. Co., leaving Bombay harbour daily. The great cave in the centre has a very grand sculpture consisting of a big hall in the centre, having images of the Trimurti, Shiva and Parvati and other gods of gigantic sizes, a temple of Mahadev, a reservoir and two richly decorated wings. The other caves to the east are all in ruins, no care having been taken to preserve them.

FORTS, of which there are fifty-three in Thana are devisible into three groups, twenty coast forts, twenty-four inland, and nine Sahyadri forts. Those of them alone have been noticed here as have any archeological importance.

GOREGAON, is a station on the Baroda Railway, having near it some interesting Hindu remains. About a mile to the south-east, are some carved stones. Further up there is the Jogeshwari cave, which though grand has a crude sculpture, and about three miles to the north-east, near Akurli, the Padan Rock having a mixed Brahmanic and Buddhist carving. The top of the rock commands a beautiful view of the surrounding country.

GUNG, ten miles south-west of Wada, has on the bank of a pond the ruins of a temple of Amba. Close by in the village of Katti, is a temple of Vajreshwari with a small cistern called Bhagirathi Kund.

HOG ISLAND, about 10 miles east of the Apollo Pier has as its object of interest only a hydraulic lift set up for docking troop-ships before the construction of the Suez Canal. It is now out of use.

HUMGAON village, 9 miles east of Karjat and just below the Kusur Pass has a handsome reservoir and two temples.

JIVDAN hill, a mile to the east of the Virar Station on the Baroda Railway, has on it the ruins of fortifications and within them some old-looking caves and cisterns.

JOGESHWARI OR AMBOLI cave, two-and-a-half miles south east of the Goregaon station and one-and-a-half miles north-east of the Andheri station on the Baroda Railway, is a very large and once richly ornamented but now decayed Brahmanic temple with a cistern. In front of it is a lamp pillar recently constructed. Next to the Kailas at Ellora, this is the largest known cave in India.

KALYAN is a railway junction from which start the S. E. and the N. E. Lines of the G. I P. Railway. This town was fortified by Shah Jehan. It had 11 towers and 4 gates. The town walls were destroyed by the British in the year 1865. Of Mahomedan remains, there are the Shenali Lake, the tomb of Mohata'ar Khan, the Minister of Shah Jehan, and 12 Mosques of which 5 are in ruins.

KANHERI CAVES lie in a wild picturesque valley, in the heart of the Island of Salsette, about 5 miles north of Thana. The nearest railway stations are Borioli on the Baroda and Bhandup on the Peninsula Railway of which the former is preferable. The whole of the hill has been cut into tiers having communication with each other by means of well-carved flights of steps. Each layer has been sub-divided into several cells provided with cisterns. Besides these there are big dining-halls, lecture-halls and temples. There is also a burial gallery. "It is" says Mr. Naidu, "a town carved in the solid rock, which if the monks and worshippers returned, would in a day or two be as complete as when first inhabited." The earliest excavation is known to be of the 2nd century and the latest of the 6th century after Christ. There are in all fifty-four inscriptions of which 3 are in Pahlavi, two in Sanskrit, one in a peculiar Prakrit and the rest in ordinary Prakrit.

KARANJA OR URAN ISLAND, now in Kolaba, is situate at a distance of 6 miles to the south-east from the Carnac Pier at Bombay. The objects of interest there are the ruins on the top of Dronagiri or

the southern hill which include the Portuguese fort, a guard house and a Catholic Church. On the slope of the east face of the north hill, are some plain cells apparently Buddhist. To the north is a small room with a cistern. Three inscribed stones were removed from this island to Thana for being put in the Collector's garden.

KELVE-MAHIM, a port about $5\frac{1}{4}$ miles west of Palghar Station on the Baroda Railway is connected with it by a good road. It has a Post Office, a Dispensary and two Schools. Near the Dispensary is a rest house built by a Parsi gentleman. On the coast there is a small detached post. Kelve is a separate small village, 2 miles south of Mahim, having a harbour of its own.

KHOPOLI, now in Kolaba, is the terminus of the Karjat-Khopoli branch of the Peninsula Railway. It is at the foot of the Bor pass incline, and is chiefly remarkable for the fine reservoir and a temple of Mahadev, built by Nana Fadnavis.

KONDIVTI OR MAHAKAL CAVES, form two rows, one of fifteen and another of four, on a hill four miles north-east of Andheri Station on the Baroda Railway. They are Buddhist built probably between the 2nd and the sixth century.

KONDANE, about 4 miles south-east of Karjat Station on south-east branch of the Peninsula Railway, and at the base of Rajmachi hill, has a group of early Buddhist caves (B. C. 250 to A. D. 100). They are greatly damaged by rain-fall.

KOPRAD village, 10 miles north of Bassein, has a Christian Church dedicated to the Holy Ghost. A stone inscribed in Devnagri characters is found near the house of the headman, a Brahmin.

LONAD is an alienated village, four miles north of Kalyan and six miles south-east of Bhiwandi. From Bhiwandi one may go to Sonavli to see traces of the earliest Hindu buildings and then go three miles east to Chandharpada. There under a tiled roof are a finely carved *ling* and a well-cut and well-preserved group of four-armed Mahadev with Parvati on his left thigh. It is probably the work of the tenth century. There is also an inscription in Sanskrit inscribed in Devnagri characters. In the village Lonad about $\frac{1}{4}$ th of a mile on the north is a ruined temple of Rameshwar built of well-dressed slabs of trap fitted without mortar and at cross-corner domes, in the Chalukya or Hemadpanti style.

About a mile north of the village, in the east-face of a small glen, is a Buddhist chapel or Chaitya cave and 2 or 3 unfinished cells. Of chief interest in the cave is the sculptured group at the south end of the outer verandah and the carved scroll that runs along the top of its inner face.

MAGATHAN, about half a mile east of the Borivli Station on the Baroda Railway, is the site of the old village of Magathan. There are to be seen some old relics of Buddhistic temples and tombs.

MALANGGAD, ten miles south of Kalyan, is the most picturesque and the most difficult to climb of the Thana hills. The oldest name connected with it is that of Nara Raj who flourished 700 years ago. On the top is a tomb of Bawa Malang.

MANDAPESHWAR or Mount Pezier, 1 mile west of the Borivli Station on the Baroda Railway, has nothing of interest in it. The Watch tower which can be seen from a long distance has in it an idol of Virgin Mary. The tower seems to have been a conversion of a Hindu shrine. Near it on the south is a Hindu cave. There are near it a large number of Portuguese buildings, the principal among them being a Cathedral, and a college hall.

MANOR, a small town on the Vaitarna, six miles south of Asheri, and ten miles east of Palghar Station on the Baroda Railway, has a fort-like Portuguese bungalow with a cistern.

MAROL, an alienated village in Salsette, three miles north-west of Kurla, has a well-kept Evangelist Church, an old lake and near its north-east corner, some carved Brahmanic stones. About a quarter of a mile to the east of the village, are two large underground cisterns and two foot-prints on a well, probably Buddhist. In a small hut to the west of the cistern, is a worn-out Silhara Sun-and-Moon land-grant stone.

MATHERAN, now in Kolaba, the hill-station nearest Bombay, being 30 miles in a straight line to the east and fifty-four by railway, *via* Neral Station on the Peninsula Railway, has many views of forest and the neighbouring hills and valleys, sure to repay a visit. From Neral there is a Steam Tramway service for the ascent of $7\frac{1}{2}$ miles up the hill. There are European, Parsi and Hindu hotels, also a Sanitarium and a Dharmashala for the convenience of visitors. It is the porous capping of iron-clay on this hill which while it has made water supply scanty, has ensured for Matheran complete freedom

from malaria. Its climate does a lot of good to those suffering from mental or physical wear & tear. April and May in the season and October and November between the monsoon and winter are the months in which the climate of Matheran is at its best. There are a Catholic Chapel, a Mahomedan Mosque and two Hindu temples on the hill, all built between 1872 and 1874.

MULGAON, a deserted Khoti village, two miles north-east of the Andheri Station on the Baroda Railway, has an old pond and the ruins of a richly-carved Hindu temple.

MURBAD, fourteen miles north-east of the Titwala Station and nineteen east of the Kalyan Station on the Peninsula Railway, is a town having 7 Hindu temples and 2 reservoirs, all built in the 19th century.

NANA GHAT, about 20 miles east of Murbad, is a much frequented pass in the Sahyadris with interesting remains and inscriptions dating from before the Christian Era.

NIRMAL, six miles north of Bassein, is one of the most sacred places in the district, being the burial-place of one of the Shankaracharyas, the high priest of the Brahmans. A large fair which lasts for a week is held here on Kartik Vadya 11th of each year. There are 8 temples at this place all built almost in 1750 and a Catholic Church built more than 100 years later. In front of the chief temple there is a long dressed stone with a Sanskrit inscription of the 7th century.

PAI OL, a village on the east of Tungar hill, lies about 8 miles east of the Virar Station on the Baroda Railway. It has the remains of six Hindu temples, all neglected. Two of these are in the village on the banks of a stream and four in a village Majuvli in its neighbourhood. There are also some interesting relics near the latter.

POINSAR in Salsette, two miles south of the Borivli Station has a Catholic church built in 1555 by the Portuguese. Magathan is about 120 yards to the north and Padan hill is a mile to the east.

POVAL, in a hill near Vehar in Salsette is a small Christian village. It gives its name to an estate including it and 5 other villages which was once far-famed for its improved agriculture and experimental farms. Since 1851, the date of the death of Framji Cawasji, the owner of the estate, it has been in the management of the High Court.

PULU SONALA, at the foot of the Nana Ghat, about 20 miles east of Murbad, has several plain Brahmanic caves. They are very recent and poorly cut.

RAI, two miles south-west of the Bhyndar Station on the Baroda Railway, has very extensive salt-pans whose product is railed to Central and Northern India.

SANJAN, five miles north-east of Umbargaon, is a station on the Baroda Railway. It was formerly the centre of a great trade and is believed to be the landing place of the Parsis in about A. D. 720. Evidence of the greatness of Sanjan is found for miles round in old foundations and bricks.

SANJAN PEAK or Barat Hill stands about 14 miles south of Sanjan. In a cave cut out of the rock in the form of a house with windows and pillars, the Parsis hid their sacred fire when they fled from Sanjan.

SHAHPUR, near the Asangon Station on the Peninsula Railway has five Hindu temples, three mosques and one tomb. About half a mile to the east at the Waphi village there are four cisterns at a bathing place, and three temples. About 5 miles north-east is Atgaon a railway station, where is a small temple of the 12th or 13th century. On the bank of a pond half way from the station, are some dressed stones. A little further up in a dip between two knolls lies the Atgaon temple built of black basalt stones without mortar. About a few yards to the north are the remains of a ruined shrine. Carved stones and pillars lie scattered all about, as at Eksar and Magathan.

SONAVLI a deserted village on the right bank of the Kalyan creek, four miles above Kalyan by water and by land about 2 miles to its north-east and about 2 miles south-east of Bhiwandi, was once a large Musalman village. The west bank of a pond near the site of the old village is covered with Musalman graves and at a little distance is an old mosque built out of the remains of older Hindu buildings.

SOPARA, the capital of Konkan from about B. C. 1500 to A. D. 1300, lies about $3\frac{1}{2}$ miles north-west of the Bassein Road Station on the Baroda Railway. It is still a rich country town, having fertile garden land. The chief products of Sopara and its neighbourhood are molasses, rice, plantains, and betel-leaves. Under the name Shurpa-

ralla, it appears in the Mahabharata as a very holy place where the Pandavas stayed on their way from Gokarn in Kanara to Veraval in Kathiawar. It is believed to have been built on the strip of land reclaimed from the sea by Parshuram. For a visitor the best course is to alight at Manikpur or Bassein Road Station, visit the Brahma or Vakal hill about 4 miles on the north-west, then about a mile north-west to Nirmal, from there about 2 miles north to Burud King's Tower, or Buddhist relic mound, thence half a mile east to Sopara, then again a mile South to Gas and from Gas about 3 miles back to Manikpur, the whole journey covering about 12 miles of ground. There are many interesting Buddhist relics in this area.

TAKMAK, about 15 miles north-east of Mahim, is a delapidated fort. About six miles north of it there are at Sativli two hot water springs and fragments of a Hindu temple.

THANA is an old Hindu town, dating from before the 7th century. It had some fine Hindu and Mussulman buildings but they were all destroyed by the Marathas. The only remains of the Thana of pre-Portuguese times are the four ponds Massunda, Devala, Gosala, and Haryala, all of unknown date. The chief Portuguese building is the fort. Of the buildings of recent times are 8 Brahmanic temples, 1 Jain temple and 4 Mahomedan mosques. The largest Hindu temple is that of Kopineshwar on the east bank of the Massunda lake. In the Parsi quarters there are a fire temple and a rest-house.

TILSA VILLAGE, in an island in the Vaitarna about 2 miles east of Wada, has a temple with a natural *ling* and *shalunkha*. Round the temple are deep natural hollows called Ramkund and Laxmankund.

TROMBAY Island is three miles east of Bombay separated by a creek. It has several ruined Portuguese churches.

TULSI, five miles south-west of Bhandup, has an artificial lake and water-work built for supplying water to Bombay. The Vihar lake is at a distance of 3 miles to the north.

TUNGAR HILL, in Bassein, is $9\frac{1}{2}$ miles north-east of the Bassein Road Station on the Baroda Railway. There are 6 ways up the hill but the one made by Mr. Hope is the most in use. On the crest of the hillock is a Portuguese tower. About 5 miles from the foot of the hill, is the temple of Tungareshwar Mahadev and 3 temples of other minor Gods. On the Vaitarna Pt. on a knoll to the north

of a pond are some Jain cells never finished and now filled with water.

VADA, about 20 miles north of Bhiwandi and 8 miles north-west of Assangaon Station on the G. I. P. Railway, N. E. Branch, has a rest-house, a large pond and in its middle, some old piles said to be the pleasure-house of the Jawhar chiefs. The other traces of former greatness are ruined temples of Khandeshwar and Hanuman and a ruined mosque.

VAJRABAI OR VAJRESHWARI, near the bed of the Tansa river in the village of Vadarli, 12 miles north of Bhiwandi, is famous for its hot springs, which form one group in a line that appears here and there along about 4 miles of the river-course. The temple of the goddess is at the top of a flight of steps on a spur of the Gumtara range. There are other hot springs in the neighbourhood, at Akoli, half-a-mile to the east and at Ganeshpuri three miles to the west. Those at the last place are the hottest and their water is reputed to cure skin diseases. There is a temple of Mahadev at each of the latter villages.

AHMEDNAGAR.

AHMEDNAGAR is a historic city, fortified by strong walls with gates. The natural water-supply from the Sina and Bhingar streams being scanty, it is since the time of the Nizam Shahi Kings (1490-1636), being supplied with pure water by means of fifteen channels from deep wells at the foot of the neighbouring hills, which are still in use. The gigantic fort built in 1553 and 1565 is still an object of attraction. The other objects of interest, 24 in and 27 around Ahmednagar, are ruined Mahomedan mosques, palaces, tombs and Mansions, built during the sixteenth century when the power of the Nizam Shahi Kings was at its zenith. There are also three chief Hindu and Jain temples notable among which are those of Vithoba and Parasnath.

AKOLA, built on the south bank of the Pravara, has ruins of old large buildings, a Hemadpanti temple of Siddheshwar, and a modern temple of Gangadhar. The Siddheshwar temple has a very elegant but defaced architecture.

ARANGAON, ten miles west of Jamkhed, has an unusually large but plain Hemadpanti temple of Aruneshwar Mahadev with an inscription.

BELAPUR, 15 miles north of Rahuri, is a market town and a Railway Station on the Dhond-Manmad Railway. It is situated on the north bank of the Pravara, which is lined with three flights of steps, one of which leads to the temple of Keshav-Govind.

BELVANDI KOTHAR, four miles north of Shrigonda, has a well preserved Hemadpanti well and temple. The former is believed to be haunted.

BHALGAON, twenty-six miles north-east of Jamkhed, has a temple of Bhaleshwar with nine domes supported by well-carved pillars.

BHATODI, ten miles north-east of Ahmednagar, gives its name to a lake built by Salabatkhan, Minister of Murtaza Nizam Shah (1565-1588), which drains 44 square miles of land, and has several irrigation canals.

CHINCHOLI, village, six miles west of Parner, has fragments of ancient sculpture, the most notable of them being a seven-headed cobra on a grave stone with a tail tied in a true love-knot.

DASABAI hill in Parner town has a small empty tomb in honor of Chand Bibi who fell in the defence of Ahmednagar Fort in 1599.

DHERGAON, sixteen miles north of Karjat, has a ruined Hemadpanti temple of Malkarjun with four well-carved pillars.

DHOKE village, twelve miles north of Parner, has on the east of one of two rugged hills a group of early Brahmanic caves of about A. D. 550-600.

DHORJA, about eight miles north of Shrigonda, has about a mile north of the village two old temples, one of which is Hemadpanti in style with 9 domes.

DONGARGUN, ten miles north-east of Ahmednagar, has a beautiful ravine called the Happy Valley with a spring and a travellers' bungalow.

GANJIBHOYRA, five miles south-west of Parner, has a Hemadpanti temple of Mahadev with a well, and a pillared verandah in ruins.

GHOTAN, six miles north of Shevgaon, has an old temple of Mahadev in a square with a hanging bell.

GONDHEGAON, in Niwash, has three Hemadpanti temples two of which are on a neighbouring hill.

GURAV PIMPRI, eight miles north of Karjat, has a plain Hemadpanti temple of Pimpareshwar Mahadev and a modern ruined temple of Rameshwar.

HARISHCHANDRAGAD, 4691 feet above the sea-level, with ruined fortifications and Brahmanic caves, lies on the Sahyadris eighteen miles south-west of Akola. The hill is the apex of the water-shed of the Bhima and the Godavari.

JALGAON, nine miles north-east of Karjat, has a Hemadpanti temple with 12 domes and an entrance in front.

JAMKHED has two Hemadpanti temples of Malkarjun and Jatashanker Mahadev. The latter is well preserved. Six miles north-east of Jamkhed in the Nizam's territory is a water-fall 209 ft. high.

JEUR, a market town on the Toka road, about 13 miles north-east of Ahmednagar, has a ruined wall with a strong gate-way and a paved entrance. Closeby the town, perched on a hill, are three temples. There is a travellers' bungalow at the top of a beautiful ravine two miles to the north.

KARJAT is a hot place and its water-supply is bad. It has 3 Hemadpanti temples, two of Mahadev and one of Nagoba.

KAMTI village, about 15 miles north-east of Shrigonda, has in the hills to the south a curious old pond said to have been built by the Gavli Kings, which has a broken earthen dam faced with rows of oblong stones.

KHARDA, twelve miles south-east of Jamkhed is an important market town and was the scene of a famous Maratha victory over the Nizam in 1795. The fort south-east of the town is square and very strongly built with cut-stone walls having in them a massive gate-way and a ditch.

KOKAMTHAN on the Godavari, 4 miles south-east of Kopergaon, has an old temple of Mahadev belonging to the 12th century, remarkable for its internal carved stone-work, for the beauty of a pendant in the central dome representing a large flower hanging from a stalk, and for the beauty, on the out-side, of a belt of wreathed snakes which in places change into a foliage pattern. It is Chalukyan in style.

KOLGAON, twelve miles north-west of Shrigonda, is a market town and has a Hemadpanti temple of Walkeshwar.

KOPERGAON. This town was the favourite residence of Raghoba, the father of the last Peshwa. His palace is now used as the Sub-Divisional Office and the Sub-Judge's Court. Hingani, three miles off in an island opposite, has a cenotaph of Raghoba, his body having been burnt there. In the island near by, where once stood a palace, is a temple of Kacheshwar.

KOREGAON, two miles east of Karjat, has two old temples. The marble images of Upper India are believed to have been brought here from Karmala in Sholapur.

KARBALA, a market town 12 miles south of Kopergaon, has two old mansions, formerly the property of H. H. the Holkar.

KOLHAR, on the Nagar Manmad road, is a large and important road-centre on the Pravara, about 15 miles north-west of Rahuri.

KOTHULMANKUNJI, sixteen miles south-west of Akola, has the ruins of a temple of Narayaneshwar with a fine door-way.

KUMBHARIA, on the right bank of the Godavari, about 6 miles north-west of Kopergaon, has an old Mahadev temple with a richly-carved hall.

LAKH, a small village with a Railway Station, six miles north of Rahuri, has a magnificent masonry weir, which stems the Pravara and supplies the Lakh canal.

LIMPANGAON, five miles south of Shrigonda, has a Hemadpanti temple of Siddheshwar. The hall has 9 domes and the pillars are well-carved. There is a small pond to the west.

MADHI, three miles south-west of Pathardi and sixteen south-west of Shevgaon, has a Darga or shrine of a Hindu-Muslim saint named Shah Ramzan Nabi Savar or Kanhoba held in reverence by members of both the communities. There are several buildings close to it built by Maratha Chiefs and the ancestors of the Mujavar. A prettily adorned room has been erected by the Deshmukh of Baramati also on his being cured of blindness.

MANDOGAN, a large town amidst hills, twenty miles north of Shrigonda, has large well-built houses and a temple of Laxminarayan now dedicated to a Devi, richly carved in the inside.

MANJAR-SUMBA village, a mile west of Dingargaon and eight miles north of Ahmednagar, lies at the foot of a Dongargaon hill crowned by the fort overlooking the Vambori plain. The hill-side has cisterns of spring water. It is said to be the favourite haunt of Valmiki the author of the Ramayan and the founder of the Mahadev Kolis.

MEHEKRI village, about six miles east of Nagar, has near it on a hill the celebrated tomb of Salabatkhān. The summit of the hill commands a most extensive view.

MIRI, an alienated village 20 miles south of Newasa, has an old temple of Moteshwar Mahadev and a shrine of the saint Kanhoba whose chief shrine is at Madhi.

NEWASA, has at a distance of a quarter of a mile to the west a pillar, the relic of a fallen temple known as Dnyanoba's pillar from his having leaned against it while composing the Dnyaneshwari.

NIGHIOJ, a market town twelve miles west of Parner, has a large reservoir with niches which appears to represent the outside of a temple of Dravidian style.

PALSIII, a market town on a feeder of the Mula, 20 miles north of Parner, has a handsome temple of Vithoba with a fine domed hall resting entirely on pillars.

PARNER has two wells, the tomb of a Musalman saint, a richly carved temple of Sangameshwar, and a temple of Nagnath Mahadev with a well.

PATTA FORT, about 16 miles north-west of Akola, lies on a bare hill. On the hill top are two large caves and about half-way down, 2 smaller ones. For the water-supply there are cisterns. There are also in places ruins of small fortifications. Ekdara fort, 5 miles to the south and Aundha, 4 miles to the north formed with this the Peshwa's out-posts in this direction. The wild rugged peaks of forts form one of the grandest pieces of scenery on the Sahyadris.

PEDGAON, on the north bank of the Bhima, eight miles south of Shirgonda, is a ruined market town. It has four ruined Hemadpanti temples.

RASIN, ten miles south-west of Karjat, is an old market town having two temples and a well.

RATANGAD FORT crowns the summit of a hill at the end of the Pavara Valley to the south-west of Ratanwadi village, eighteen miles west of Akola. The hill has numerous cisterns, one of them being about six feet below the highest point.

RATANVADI, eighteen miles west of Akola, lies at the source of the Pravara. It has a small ruined temple of Ananteshwar of about the 12th century.

SANGAMNER, at the meeting of the Mahalungi and the Pravara, has to its east a little domed tomb of Khwajah Mahomed Sadik, said to be the teacher of the Emperor Alamgir.

SHEVGAON is a ruined town on a wide plain. It is surrounded by a wall and a water-course on the north. Opposite the Mamlatdar's office is a large stone mosque, in front of which are a reservoir and a large number of tombs.

SHIRAPUR, on the Kudki about 15 miles west of Parner, has some pillars and a small Dravidian cornice built into and lying about two small temples. The Kudki falling 3 feet over a wall of trap has a narrow and deep channel with pot-holes and honey-combs worn by the stream. The water-fall which is called Kund Malvi has in it a natural figure of a lion.

SHRIGONDA has four Hemadpanti temples and two mansions belonging to H. H. the Scindia.

TOKA AND PRAVARA SANGAM are two holy towns on the bank of the Pravara at its meeting with the Godavari, seven miles north-east of Newasa. Both have certain modern temples some of which are in ruins.

VAMBORI, a Municipal town three miles east of the Khadamba Railway Station, has a trade in gram and salt and a large cart-making industry. It has a handsomely-furnished temple of Balaji built by Marwari traders.

KHANDESH.

ADAWAD, twelve miles east of Chopda, has a fine old stone-and-mortar well in a ruined enclosure known as the Lal Bag built by one Shamdas Gujrati. To the north of the town is a mosque. Three miles to the north-west are the celebrated Unabdev hot-springs.

AMALNER. The objects of interest in it are the Fort, the Deshmukh's house and the Philosophical Institute.

BALSANE, fourteen miles east of Pimpalner, has a well-preserved series of old temples and caves. The temples have been built in the Hemadpanti style.

BHADGAON is a town built on an island formed by two branches of the Girna River, one of which the southern, never holds water. Amongst the remarkable objects in the town are Ladkubai Deshpande's mansion-house, the old Sub-Judge Court building, a Mahadev temple and three temples of Vithal.

BHAMER, a ruined stone-built town at the foot of a great fortified hill 4 miles south of Nizampur, is strewn with ruins and old foundations one of which is an old stone-built palace with fine gate-ways, the Gavli Raj reservoir, and the fort having all its buildings underground.

BHOKRI DICAR, two miles east of Raver, has a well preserved temple of Omkareshwar with an inscription dated A. D. 1277.

BHUSAWAL has a rest-house for Indians, a small hotel for Europeans and a railway garden with a pavilion.

BODWAD, is a town in the Bhusawal taluka, two miles south of the Nādgāon Railway Station, with which it is connected by a made-road. It has a trade in cotton, linseeds and oil-seeds. The only remains of its past importance are a fort, a town gateway, and a reservoir, all in ruins.

CHANGDEV in Bhusawal, at the confluence of the Purna and the Tapti, about 4 miles north-west of Edalabad, has a well-preserved temple of Changdev, built of big black marble blocks in the Hemadpanti-style. The walls are carved with figures of gods and heroes. At the meeting of the rivers there is also a holy shrine of Mahadev, a stone-temple built by Ahalyabai.

CHARTHAN, about twelve miles east of Edalabad, has a well-preserved Hemadpanti temple of Mahadev, believed to be 700 years old. The walls have carvings of birds on them. It is believed to have once, 700 wells and to have been a thriving town.

CHANGAON, a small village 7 miles north-west of Chopda, has about a mile-and-a-half to the north, a ruined fort on a hill-top, having therein, a saint's tomb, two ponds and four reservoirs.

OHOPDA, a town of some consequence during the Hindu times, has a temple of Rameshwar, an old fort, some well-built houses notably one having a richly carved hall in Naysari Ganj, and three of Marwari merchants facing the main street, several mosques, and two handsome old wells owned by Musalmans.

DIANORA, about 16 miles north-east of Nandurbar, has a fort with richly-carved fragments of an old temple built into its walls.

DIHULIA. Situate on the bank of the river Panjhra, it has on the left of the Agra road several finely-built Hindu and Jain temples and some old European houses. No vestige of the old fort remains except a stone pillar in the midst of a plain. There are some objects of interest in the vicinity none less than 10 miles distant.

EDALABAD, has a strong double fort, several old wells and a big lake.

ERANDOL has amongst its objects of interest, an old fort now used for Government offices, a ruined stone mansion known as Pandav's Wada, with a temple at one end which has a curious mixture of styles.

FARDAPUR in the Nizam's territory, about 30 miles south-east of Pachora Railway Station, about 4 miles from the Ajanta Pass and close to the entrance of the valley in which are the Ajanta caves, is a middle-sized village on a rising ground, with a large but damaged caravanserai and a travellers' bungalow.

GARKHED, six miles north of Jamner, has an eight-cornered underground temple of Mahadev, once finely-carved but now in ruins.

JAMNER, formerly a place of some consequence, whose remains are some well-built houses, has now only two temples, a well and an old fort to excite interest.

KHATGAON, three miles north of Jamner, has a ruined Hemadpanti temple of Mahadev standing on rising ground and built of very large square blocks of solid black stone.

KANHERA FORT, eight miles south-west of Chalisgaon, has a strong natural position.

LALING is a ruined fort on the top of a hill, six miles south of Dhulia. There are two Hemadpanti shrines and a well in good order inside the fort.

LASUR, eight miles north-west of Chopda has one old fort with a towered gate and wall, a mansion, now in ruins, of its former chiefs known as the Thokas, and in the hills to the north, an old enclosed temple of Nateshwar. On one of the wells inside the temple enclosure there is an inscription in Balbodh.

MAHEJI. Here a fair is held every year in sacred memory of a female Saint who lived there. It is 3 miles north of the Maheji Railway Station.

MANAPURI, fourteen miles north-west of Yaval, has about a mile-and-a-half to the north at the extreme end of a picturesque gorge just below a water-fall in the Satpuda Hills, a partly-ruined temple dedicated to Manabai. The Gavli Ghar ruins which consist of piles of bricks overhang the gorge in which the temple is situate.

MUKHPAR, three miles south-east of Erandol, has an irregular plateau with a pond called Padmalaya, having its banks adorned with Hindu temples.

NANDURBAR is one of the oldest, if not the oldest, towns in Khandesh. It is supposed to have been referred to in a Kanheri cave inscription of the third century under the name Nandigara. The object of primary interest there is the fort used as the Mamlatdar's office. Inside it, are two wells, several mosques and a ruined tower with a Persian inscription. On the Ranala Road to the west of the town there is a very old mosque known as that of Awal Gazi. There are 5 old ponds and 2 temples. There is also a most interesting house of Sar Desai 440 years old.

NARAYANPUR, about five miles west of Nandurbar, has an old fort on a stone-dam on the Shivrudh river. A little way up the stream is a well lined with curiously carved stones.

NASIRABAD, about 6 miles east of Jalgaon, and 2 south of the Bhadli Railway Station, has an old fort as the only object of interest. There is a thriving bangle-making industry amongst the Musalmans there.

NIZAMPUR, ten miles north-west of Pimpalner, has ruins of Hemadpanti temples. The only object of interest now is a well-preserved stone-and-cement Jain temple dedicated to Parasnath.

NIZARDEV, in forest land about 8 miles north of Chopda, has a hot spring.

PACHORA, has only the traces of an old wall and a fort. It is twenty-five miles from the Ajanta caves.

PAROLA, is a depopulated town having an old fort and temples.

PATNA, a deserted village ten miles south-west of Chaligaon, has in and near it several Hemadpanti temples, and caves with cisterns. There is a Sanscrit inscription on one of the temples.

PIMPALNER, is a town of considerable age. It has, an old fort in which is located the Mamlatdar's Kacheri, temples of Ram and Mahadev, and the remains of several old buildings.

PRAKASHA, is a Municipal town on the bank of the Tapti at its meeting with 2 tributaries, 25 miles north-west of Dhulia. On the banks there are many fine houses and temples with fine carvings.

RAJDAIR OR DEHERA FORT about 14 miles south-west of Chalisgaon, is naturally very strong. It is merely a high precipitous mountain possessing no works except such as have been constructed for the defence of a narrow traversing foot-path, cut through the rock with great labour and secured by gates. The entrance into Rajdair resembles that of the famed Daulatabad except that it is open at the top instead of being altogether underground.

RAM TALAV OR SUNABDEV hot springs in the Satpuda hills are four miles west of Unabdev in Chopda taluka. Their water was once reputed to possess medical properties, but has now lost its efficacy. The bricks of the embankment are very large and strong.

RAVER is reputed for its dyed turbans and robes and gold-face. The main street leading from the market gate to the fort gate is very picturesque. The houses are all three-storied and tiled and many of them have richly carved wooden fronts. There is an abundant supply of water in this town. There is a rest-house near the station.

SANGAMESHWAR, on the bank of the Gadad below its meeting with the Arunavati, four miles west of Kajgaon Railway Station, has a fine partly-ruined Hemadpanti temple of Mahadev. Its doors are ornamented and its roof is supported on twenty-two stone pillars.

SULTANPUR, about ten miles north of Shahada, is a ruined city with an old fort and the Desai's mansion surrounded by a well-preserved garden.

TALODA itself has no ancient building or relic but within a radius of 12 miles on all sides, there are small Hemadpanti temples and Samadhs of Saints.

TAVLAI, a deserted village, two miles north of Sultanpur, has an old step-well, one of the finest in Khandesh, built by one Maheshwar Bhat. The structure is very picturesque and grand and is in excellent repairs.

TONDAPUR, a village in the Jamner taluka at the foot of the Satmala range about 10 miles from Ajanta, contains the remains of a fine old fort, an old black-stone Hemadpanti pond with large flights of mortarless steps and a pyramid in each corner.

UNABDEV, a village three miles north of Adavad in Chopda under the Satpuda hills, is remarkable for a hot spring, whose waters issuing from the lower part of a temple flow through a conduit having the cow's head in the front.

VAGHLI, six miles east of Chalisgaon, has three old well-built temples and a well with cells on each side.

YAVAL was once famous for its manufacture of coarse paper and for its indigo. A little paper is still made there. Inside the walls the town is deserted and gardens have taken the place of houses. Most of the houses are tiled and many are two storeys high. Among the objects of interest are a fairly preserved fort, the old office and the Nim Kacheri, a part of Nimbalkar's residence.

PLACES NEAR KHANDESH.

AJNTA CAVES, one of the most beautiful collection of caves of Buddhistic origin in the whole of India, are situate at a distance of 34 miles from the Pachora Railway Station and $3\frac{1}{2}$ miles from Fardapur, the nearest village. They are believed to have been constructed between the 2nd century B. C. and 7th century A. D. They have a great historical importance as depicting the life and manners of all grades of society of those times.

ASIRGADH FORT, on an isolated hill in the Satpuda range, stands about 6 miles west of Chandni Station between Bhusawal and Khandawa. Tradition connects it with Ashwathama of Mahabharata fame. The defences are very strong. The water-supply there is abundant, the climate excellent and the natural scenery very fine. In the villages at the foot of the hill there are vineyards. The

objects of interest are a mosque built in the reign of Shah Jahan, a large gun and several inscriptions.

ASSAYE, thirty-four miles north-east of Aurangabad in the Nizam's dominion, is remarkable only because of its being the scene of a great battle fought between General Wellesley and the Maratha forces of Scindia and Bhosle in 1803.

BUKHANPUR, the third station after Raver on the Khandwa side, was in the time of Akbar a large city with many gardens, inhabited by people of all nations and abounding with craftsmen. Now too, it is one of the largest and best built cities in the Deccan. The handsomest parts are a large market place and Raj Bazar. There are however no buildings of architectural interest except the Jama Masjid built between 1576-1596, the Lal Killa built by Akbar, the Ahukhana or deer park and the tomb of Shah Nawaz Khan (1630). The Lal Bag, an old pleasure place two miles off, is kept in good order.

GHATOTKACH CAVES, three miles south of the Khandesh limits, in a gorge near the village Jinjala, and sixteen miles south-west of Pachora, consist of two Buddhist excavations, of which the larger one closely resembles the Ajanta Caves.

NASIK.

ANJANERI is a flat-topped mass of hill, in the Nasik Sub-Division, 14 miles from Nasik, and 4 miles from Trimbak. There are two main plateaus on it. The main attraction of the north-eastern side of the first is a charming little pond surrounded by Jambhul trees on three sides, and affording on the fourth an all-round view of the district spread out like a map below. Its water is however unwholesome. There are two other ponds and a few springs. This hill is used as a summer resort by the inhabitants of Nasik. Raghoba, father of Baji Rao II, built a palace here and used to stay in it in summer. From a window in the west hall of this building a curious artificial breach in the Trimbak fort which Raghoba got made for looking at the setting sun is visible. Below Anjaneri are the remains of a large and highly-finished temple said to date from the time of the Gauri Kings (1150-1308).

ANKAI, the strongest-built fort in the district, is six miles north of Yeola. The top commands a wide view of Khandesh and the

Godavari Valley. On the south face of the hill is a group of several Jain caves, small but richly sculptured.

CHAMBHAR LENA, about 5 miles north of Nasik are a set of Jain caves. There are a flight of steps leading upto the top of the hill and a cistern and a rest-house at the village Nehassul at its foot.

CHANDOR, lies at the foot of a hill 600 to 1,000 ft. above the level of the plain. A mint was established here in the beginning of the 17th century by Malharao Holkar. The fort is now inaccessible. To the south-west of the town are a fine Hemadpanti temple and well.

CHIKALVOHOL, ten miles north-east of Malegaon, has to the south a large pond and a Hemadpanti temple with carved pillars.

DEVLALI, four miles north-east of Nasik, is a good and cheap health-resort, having abundant water and affording fine views of distant hills. The railway station of the same name on the G. I. P. Railway, N. E. Line, is at a short distance from the camp.

DEVLANE, ten miles north-east of Satana, has a well-carved and well-preserved Hemadpanti temple.

DHODAP FORT, fifteen miles north-west of Chandor, is the highest and the most prominent hill in the Chandor range. There are two approaches to the hill-top, one from the Chandor side and the other from Dhir on the Kalwan side.

GALNA FORT, about 14 miles north of Malegaon, is a well-secured fort, commanding a magnificent view of the country all-round. There are on the top, a temple, a mosque and a palace.

GHOTI, five miles north of Igatpuri, has a railway station and a large Saturday market for grain and country cloth.

HILL FORTS, of which there are thirty-eight in this district, may be divided into two classes, those on the main range or on the eastern spurs of the Sahyadris, and those on the Chandor or Ajanta range in the centre of the district. Of the first class there are twenty-three and of the second, fifteen. Of these, those only have been noticed here as have some architectural value.

IGATPURI, at the top of the Tal Pass, 1,992 ft., above the sea-level, and having a bracing climate, is a convenient health-resort in the hot months. Water is supplied there from a reservoir at the foot of the Pardevi Khind, about half-a-mile north-east of the station. Pimpri, adjacent to it on the south, has the tomb of Sadr-ud-din, a

Saint of local repute, and three miles on the north is Tringalvadi, having some cave temples in the fort.

INDRAGIRI FORT, four miles north-west of Chandor on the Roura Pass, has some caves and sculptures and a Persian inscription below the foot of the steps leading to the rock.

KALSUBAI, "the King of Deccan Hills", is said to take its name from a Koli girl named Kalsu. On the top of the hill is a small temple and a trigonometrical survey cairn. Except its height which commands a fine view on all sides, there is nothing to attract visitors.

KALWAN, has to its west a very beautiful wooded scenery, and Abhona which is one of the most picturesque places in the Collectorate.

KAVNAI FORT, two miles west of the Railway line midway between the Ghoti and Bailgaon Stations on the Peninsula Railway, is said to have been built by the Moghuls. It has no architectural importance. Below it is a village having a temple of Kamākshi Devi and a pond.

KOTHUR, on the bank of the Godavari, three miles south of Niphad, has a temple of Mahadev, and surrounding it, shrines of 4 other gods, all enclosed by a stone-wall which is plain but in good order.

LASALGAON, twelve miles north-east of Niphad, has a Railway Station, a Post Office and a School. It is a large mart of produce from the Nizam's territory.

MALEGAON has a fort said to have been built by one Narushanker in 1740. The fort stands in the centre of a broad rich plain in the left bank of the Musane, a little above its meeting with the Girna. It has been secured by big gateways and a parapet wall.

MANMAD the junction of the Peninsula, and the Dhond-Manmad Railways, is an Inam village belonging to the Vinchurkars. It is a trade centre for cotton and has a Dispensary and a Post Office.

MARKIND, believed to be a corruption of Markandeya, has a strong fort and on the top of the hill a pond with an Umbar tree called Kotitirtha. Rishi Markandeya is believed to have resided in it. The first historical reference to it is to be found in two grants issued by the Rashtrakuta King Gōwind III (A. D. 808).

MULHER FORT, two miles south of Mulher town lies at the head of the Musan Valley about 40 miles north-west of Malegaon. The hill has three fortified peaks, near one another, namely, Mulher, Mora and Hatgad. There are some houses, bungalows, a mosque, some cisterns and reservoirs, three old guns, the ruins of a large Court-house and a temple of Bhadangnath in good repairs with a terrace bearing an inscription in the front. According to tradition this fort was held by the two brothers Mayuradhwaj and Tamradhwaj during the time of the Pandavas.

MORA FORT, rises on a square terrace-like peak on the east of the hill. In the inside are five rock-cut cisterns and on the top a reservoir. There are several buildings also, most of them out of repair. They are an office, a hall, a shrine of Bhadangnath, a *ling* of Mahadev and the tomb of a saint.

NANDGAON, is the nearest station on the G. I. P. Railway for the Ellora caves in the Nizam's territories with which it is connected by a road of 44 miles. There is a travellers' bungalow near this station. They are also reached *via* Aurangabad Station on the Hyderabad-Godavari Valley Railway, commencing from the Manmad Junction.

NANDUR, near the meeting of the Kadva and the Godavari, about 6 miles south of Niphad, has five Hindu temples, all of which are plain buildings.

NASIK city extends along both the banks of the Godavari. It contains three main divisions; old Nasik or the sacred settlement of Panchavati; middle or Musalman Nasik formerly called Gulshanabad, the City of Roses, to the south of the first, and modern or Maratha Nasik lying north and west of the second. It is built on 9 hills, (Sans-Navashikha), which however are no better than spurs stretching from a central plateau. The objects of secular interest there are the Peshwa's New Palace now used as the Collector's office, the Jama mosque, the Maratha mansions with nice richly-carved wooden fronts, that of the Hinganes being the best; Rairikar's or the Peshwa's old palace now used as the Court-house, the Kapurthala Monuments, the copper and brass ware market, and the new and the old forts. Those of religious interest are about 62 temples which have earned for Nasik the name of the Benares of Western India, prominent among which are those of Sundar Narayan, Gora Ram, Murlidhar, Balaji, Kapaleshwar, Krishna, Kala Ram, Narushanker, Bhadrakali, and

Swami Narayan. Of special interest are also, the Shankaracharya's Monastery, and the Sita Gufa and Ram Gufa in Panchavati. Three temples have special architectural merit, they being Ramji's in Panchavati, Naru Shankar's near the chief crossing, and Sundar Narayan's in Aditwar Peth.

Among the objects of interest in the vicinity of Nasik are the Dasara Patangan to the east of the Station Road and about half-a-mile to the south-east of the city, the Tapowan, Suparnakha's Nostrils and Lakshman's caves about $1\frac{1}{2}$ miles east of Panchvati, the Jain Chambhar caves, about 3 miles north of the city, the old settlement called Govardhan Gangapur, six miles to the west with a fine water fall, and a few pillars and images, the Christian village of Saharanpur, a mile to the north-west, and the Pandava Lena, a set of richly-carved Buddhist caves (B. C. 250 to A. D. 600) about 5 miles to the south.

NIMBAYAT, ten miles north-west of Nandgaon, though a small village, has the remains of an old fort and some old tombs. It has also an effigy of the horse, riding on which Mahomed is said to have ridden to heaven.

PISOL FORT, four miles north of Jaykheda, and two miles west of the Pisol Pass leading to Khandesh, has in it several reservoirs for the supply of water, inside two of which are *lings* of Mahadev, covered by water except when it is little, an old mosque and the ruins of a pleasure-place.

RATANGAD FORT also called Nhavi Killa, is 6 miles east of Mulher. Half-way up the hill is the chief entrance and inside it are the ruins of what was once a stately Court-house. On the hill-sides are reservoirs, a Mahadev's temple and a Mahomedan's tomb.

RAVLYA-JAVLYA are two peaks in the Chandor range to the east of Mukinda which jut out of a hill, about 15 miles north-east of Dindori. Midway between the two is a reservoir divided into two and called Ganga and Jamna Kunds. On the way to Javlya is a gate defended by two towers and in front of the gate is an image of Ganpati. The ascent to Javlya was made almost impracticable by the British troops in 1819.

SAPTASHRINGA, the seven-horned mountain, is one of the highest peaks of the Chandor range, fifteen miles north of Dindori. It has three ascents of which that on the south alone is now used by pilgrims. At the foot of the steps are a temple of Devi and a rest-house and at the top a temple of Ganpati and a pond. The

shrine is in a cave at the base of a sheer scarp, the summit of which is the highest point of the hill. At the foot of the steps leading to the shrine is a small village of Gavlis, 2 Nagarkhanas, and 3 Dharma-shalas. There are three springs for drinking water and five smaller ones for bathing purposes. Near them is a pond called Shivalya Tirtha, on the outskirts of which there is a Hemadpanti temple of Mahadev. The top of the hill is generally considered inaccessible.

SAYKHEDA, three miles south of Khervadi Railway Station and 10 miles to the south-west of Niphad, is a well-built town belonging to the Vinchurkars. There are several temples on the bank of the Godavari and a well-built flight of steps. It is one of the chief-cattle-marts of the district.

SHIVAR, village, four miles south-east of Niphad Railway Station, has a remarkable group of memorial stones.

SINNAR. Standing on a high level of ground on the Poona and Nasik Road, about 17 miles south-east of Nasik, this town is believed to have been built by a Gavli Chief, Rao Shinguni, and the temple outside it on the north-east by his son Rao Govind. It is a Shaiv Panchayatan temple within one large enclosure. The central temple is one of the finest in this part of the country being carved with rich sculptures. That of Aineshwar on the north-west of the town is believed to have been built about A. D. 1450. The Deshmukh's Wada is the largest building in the town.

TRIMBAK, is a far-famed place of pilgrimage at the base of an easterly spur of the Sahyadris about 20 miles south-west of Nasik. It is a Municipal town, shut out from the western breezes by the intervening hill on which stand the hardly accessible fort. The water-supply there is from ponds. The spring flowing from the cow's mouth in the middle part of the hill, disappears mysteriously on the hill but re-appears at its base in the Kushavarta Kund. The temple of Trimbakeshwar was built by Balaji Bajirao, (1740-1760) on the site of an older but humbler shrine. It has much architectural beauty.

VANI, about 13 miles north of Dindori and 3 miles south of Saptashring hill, has to the east a temple of Saptashring Nivasini goddess, built about 1780. To the west of the village are a Hemadpanti temple of Agastyeshwar, and a temple of Tilbandeshwar. Near the latter are three reservoirs and a large rest-house.

VINOHUR, in Niphad, 4 miles south of Lasalgaon Station, is the residence of the Chief of that town, invested with a First Class Magistrate's and unlimited Civil Judge's powers.

YEOLA has a brisk trade in silk and cotton goods and gold-thread which are manufactured there. Its water-supply comes from a well with an unfailing spring about a mile to the north

POONA.

ALANDI, is a Municipal town on the left bank of the Indrayana about 12 miles south of Khed. It is a Railway Station on the M. and S. M. Railway, and is chiefly notable for being the burial place of the celebrated religious poet Dnyaneshwar (A. D. 1272-1300). There are a tomb and a temple dedicated to him and five to others consisting of gods and saints.

ALI, a small market-town 16 miles east of Junnar, is notable for being the burial-place of Mhasoba, a buffaloe whom Dnyaneshwar had taught the Vedas.

BARAMATI, is noted as the residence of the poet Moropant (1729-1794). It is situate on the Karba river. The best part of it is surrounded by a high wall.

BEDSA, in Maval, about 5 miles south-east of Khadkala Railway Station on the Peninsula Railway, has two caves of about the first century A. D. on the Supati hills close to it.

BHAJA, a small village in Maval about 7 miles south-west of Khadkala and about 2 miles south of Karla Railway Station has a group of about 18 early Buddhist caves of the second and first century B. C. There is a rest-house at the Karla Railway Station.

BHAVSARI OR BHOSARI, also known as Bhojpur on the Poona-Nasik Road, about 6 miles north of Poona, is remarkable for a large number of rude stone enclosures to the east, south and west of the village.

BHIMASHANKER, in the village limits of Bhonargiri at the source of the Bhima river about 80 miles north-west of Khed has a famous temple of Mahadev, said to be one of the twelve great *lingas* in India. Near where on the hill-top the spring falls into a cistern, are two temples of Mahadev, one old and the other new. To the east of the old temple hung on an iron-bar supported by two

stone pillars is a massive bell apparently Portuguese. It is believed to have been brought from Vasind near Kalyan in Thana.

CHAKAN, on the Poona-Nasik Road, six miles south of Khed and 18 miles north of Poona, has a Collector's bungalow and a dismantled fort famous in Deccan history.

CHASKAMAN, a market-town six miles north-west of Khed was a place of importance in the time of the Peshwas as the native town of the husband of Rukmabai, sister of Balaji Bajirao. She spent much money in improving it, and built a flight of steps on the Bhima and a temple of Someshwar Mahadev to the west of the town.

CHINCHWAD, about 10 miles north-west of Poona, is a Railway Station on the Peninsula Railway, and is famous as containing a temple of a human Ganpati (Moroba). The family is known as the Dev family. It is said that Aurangzeb being pleased with a miracle performed by Moroba's grandson, made him a grant of 8 villages. His descendants live in the mansion on the Pavna river and enjoy the Inam. The godhood left the family in the seventh generation.

DEHU in Haveli, on the right or south bank of the Indrayani, is a large village about 30 miles north-west of Poona, and about 3 miles north of Shelarvadi Station on the Peninsula Railway. It is reputed as being the birth-place of the famous Marathi Wani Poet Tukaram (1608-1649).

DAPURI, a village on the left bank of the Mula about 2 miles north of Kirkee, was for some years prior to the building of the Government House at Kirkee, the place of residence of the Governor of Bombay during the wet season.

GORODI HILL, about ten miles south of Talegaon Station on the Peninsula Railway, has a few Buddhist caves of about the beginning of the Christian Era.

JEJURI, about 10 miles south-east of Saswad, is a Railway Station on the M. and S. M. Railway and is a great place of pilgrimage for the low-class Hindus owing to there being at the foot of a spur of the Purandhar range a temple of Khandoba. Close to the old village-site to the south is a reservoir, a temple of Ganpati and a pool called Malhar Tirtha. Between the reservoir and the village, stands also a temple of Mahadev. That of Khandoba is on the bank.

of the reservoir. The old temple is on the plateau of Karepáthar near by.

JIVDHAN, about 970 feet above the plain, is a dismantled fortress within the limits of Ghatghar village, commanding the Nana Pass, sixteen miles west of Junnar.

JUNNAR, lies in a broad, flat valley, on the south or right bank of the Kukdi, fifty-six miles south of Poona. The hills that encircle it form four leading groups; the low curving line of the Manmoda range to the south and south-west, the high-level scarp of Shivner to the west; Tamer Mangni hills to the north-west; and the high flattened tops and scarped sides of Hatkeshwar and the Suleman or Ganesh hills on the north. It is a Municipal town having a population of more than ten thousand inhabitants. The chief offices are located in Syedvada, a Musalman locality provided with a gate-way on the east. To the south, is a building noticeable as having been the place of confinement of Bajirao the last Peshwa. There are some Musalman remains behind the gate-way. Of old Hindu remains, the only ones are the old fort and a mansion in Mangalvar Peth, and the carved-stones and pillars found by the roadside or built into mosques or tombs are generally considered to belong to the period extending from the ninth to the thirteenth century. Besides there are three temples well-built in the mortarless Hemadpanti style. Of modern temples Junnar has sixty, two of which are Jain. The chief are Panchling, Pataleshwar, Uttareshwar and Thakurdwar. The chief Musalman remains are mosques and tombs, a large prayer-hall on rising ground to the south and the fine mansion in Afizbagh, two miles to the east of the town.

Shivner hill is only half-a-mile from it to the west. It is interesting as showing traces of five sets of proprietors, Buddhist monks, the early Hindu-Kings, the Musalmans, the Marathas and the English. It seems to have been a chief Buddhist centre from the first to the third century. Their caves number about 135 with about 170 distinct openings. They are fairly rich in inscription which number thirty-five.

In the range to the north, known as the Katkeshwar and Suleman hills, there is a long row of caves of which the principal one is one of the largest in western India. The group is known as Ganesh Lena.

KADUS is a small alienated village on the Kamandalu a feeder of the Bhima, six miles north-west of Khed. It has some small temples of Mahadev and one of Bhawani.

KARDE, a market-town six miles south of Sirur, is the greatest trade-centre in the Sirur taluka.

KARLE, six miles west of Khadkala, is a small village with a Railway Station and a P. W. D. bungalow. About two miles to its north, within the limits of Vehargaon, is a famous group of caves, known as the Karle caves.

KHANDALA, forty-two miles north-west of Poona, is a Station on the Peninsula Railway. The town which is in four parts is in a hollow in the midst of hills. It has an excellent climate in summer which has made it the resort of many high-class people in that season. The old village is just near the railway station.

The old forts, rock temples and sacred groves in the country around make Khandala a convenient centre for a number of trips. Karle and Bhaja caves, Lohogad and Visapur forts, Bedsa caves, Sâkar-Pâthar, Gambhîrnath cave, and Rachmachi fort, are all situated at convenient distances from it. Besides these there are several points within short walks which command excellent views of the neighbouring hills and country.

KHED, on the Bhima twenty-five miles north of Poona, has a mosque and a tomb of Dilaverkhan and three temples.

KOARI GAD, in Mulshi Peta, on the Poona-Kolaba frontier, rises on a flat-topped detached hill commanding the Ambavni Pass about twenty miles south of the Bor Pass and about 40 miles west of Poona. Inside the forts are two big ponds, a temple of a goddess, and seven large pieces of cannon. The ascent is "somewhat" difficult.

KOREGAON, twenty-five miles south-west of Sirur and about sixteen, north-east of Poona, was the scene of a great battle between the British and the Maratha troops in 1818.

KURKUMB, a village on the Poona-Sholapur Road, seven miles south-east of Patas Station on the Peninsula Railway, has two temples built in honor of Phirangadevi, one in the village and the other on a neighbouring hill.

LOHOGAD AND VISAPUR, are two fortified hills in the range that forms the southern end of the Indrayani Valley. They are approached *via* Bhâjâ a village at a distance of about a mile from

Karle Station on the Peninsula Railway from where a path leads up the face of a slightly-wooded spur to a plateau from which rise the sheer cliffs of Lohogad to the right and the tamer sides of Visapur to the left. From the top of the pass between the hills the track divides, a branch to the west going to the former and the other to the east to the latter. From Khandala or Lonavla, one must go *via* the village Avdholi to their west and then climbing Lohogad to the south, pass on to Visapur and return *via* Bhāji. Lohogad is one of the strongest and oldest of the Deccan forts. It appears to have been a Buddhist resort during the period B. C. 200 to A. D. 200. It has been secured by massive gate-ways and contains inside, the remains of numerous buildings and caves.

Visapur considerably larger than the former, was entered by a massive gate-way dismantled by the British, behind which rises the top having two conical knolls about 200 feet high. On it are, the bastions that flank the gate-way, a tower, a guard-room, the remains of buildings for residence, a pond, an old Mahadev temple and one English gun.

LONAVLA, at the top of the Bor Pass, is a Municipal town in Maval with a railway station. It has a Post Office, Locomotive Works, a Railway School, a Masonic Lodge and a Co-operative Store. Close to the south of the town is a large wood of fine trees, hung with thick-stemmed creepers. This like Khandala is a health-resort in the summer. About four miles to the south is Sākar-Pāthar, a place fitted to be a health-resort.

MALHARGAD OR SONARI FORT, about six miles north of Saswad, and three miles west of the Divh Pass is a small double-walled fort crowning a point in the Sinhgad range. Inside are the temples of Khandoba, and Mahadev and the ruins of other buildings.

MALSIRAS, a small alienated village about fifteen miles north-east of Saswad, has a temple of Mahadev with some partly-faded paintings.

MALTHAN, ten miles west of Sivner is a "Dumala" (two-owned) village having a fine temple of Mahadev and a tomb of Ismail Shah Pir.

MANCHAR, a market-town twelve miles north of Khed, has a fine Hemadpanti reservoir with a worn-out inscription within the niche, and a small mosque.

MANKESHWAR, eight miles north-west of Junnar, has on a mound the remains of what seems to be a fine Hemadpanti temple. It is believed to have been destroyed for building a Pir's tomb.

MOREGAON or **MORESHWAR**, a large market-town on the left bank of the Karhā about 5 miles south-west of Supa, has a large handsome temple of Ganpati which the founder of the Dev family of Chinchwad used to attend daily. Near the temple is a well-ornamented rest-house.

NARAYANGAON, on the Mina, nine miles south-east of Junnar, is a large market-town with a Post Office and Public Works bungalow. Close to the Junnar gate is an unfinished mosque with two fine pillars and near it a tomb. Further to the west is a temple of Vithoba. On a hill about a mile to the south of the town is a tomb of Gunj Pir, and about 3 miles east of the town is the dismantled fort of Narayangaon on a detached hill.

NARSINGPUR, at the meeting of the Bhima and the Nira, about 20 miles south-east of Indapur, has a well-built temple of Laxmi Nirsinha.

NAVLAKHUMBRE in Maval, is an old village ten miles north-east of Khadkala. It lies at the source of the Sud a feeder of the Indrayani, and has some interesting Hindu and Musalman remains.

NIRVANGNI on the Nira, twelve miles south-west of Indapur, has a temple of Mahadev with a large bull or Nandi. Visitors to Shingnapur in Satara first come here to pay respects to this Nandi.

OJHAR, six miles south-east of Junnar, is believed to be the scene of one of the eight incarnations of Ganpati in whose honor a temple has been built to the west of the village.

PABAL, is a market-town 20 miles west of Sirur. It has a Post Office, a Hemadpanti temple, a mosque and the tomb of Mastani, the mistress of Baji Rao I.

PASHAN, a small village 2 miles west of Ganeshkhind, has a temple of Mahadev and a reservoir which supplies water to the Government House and Kirkee.

PATAS in Bhimthadi, is a station on the G. I. P. Railway, and has a Post Office, a temple of Mahadev, a rest-house, two ponds, and a mosque.

POONA. Amongst its objects of interest, are the confluence of the Mula coming from north-west and Mutha coming from the south-west, the Ambarkhana in Kasba Ward originally known as the Lal Mahal the place where Shivaji used to live in his childhood with his mother in the guardianship of Dadaji Kondev, the Bohoras' Jamatkhana and the Jama mosque in Aditwar, Moroba Dada's Wada in Budhwar, the new market in Shukrawar, the Omkareshwar's temple on the Mutha in Somvar, Pándhri or Juna Kot in Kasba Ward built by an Arab Commandant in the fourteenth century, the Parashnath temples in Vetāl Ward, Raste's Wada in Raste Peth, Shaikh Salla's tombs in Kasba Ward, the Tambdi Jogeshwari's temple about a mile to the north of the City and the Vishram Bag Palace in Sadashiv Ward in which is now located the Government High School. The following buildings are also noticeable :—Ghorpade's Mansion with a Jalmandir in Aditwar, Mankeshwar's Palace and Thatte's temple of Ram in Budhwar, Raje Bagsher's mosque in Gunj Ward, Nana Phadnavis' Mansion in Kasba Ward, the Gaekwar's Mansion, the Lakdi Bridge and Vithoba's temple in Narayan Peth, Mahendale's Mansion, Chandrachud's, Godre's, Holkar's, Jamkhindikar's, Sanglikar's and Shirke's Mansions and Harihareshar's temple in Shanvar, Bara Imam's mosque, Bhau Mansaram's, Nandram Naik's and Pant Shachiv's Mansions in Shukrawar, and Chaudri's Mansion and the S. P. G. Mission-house and Church in Vetāl Ward. In the suburbs of Poona, the objects of interest are, the Bund Gardens $1\frac{1}{4}$ ths miles north-east of the Railway Station, the Soldiers Garden, the Council Hall half-a-mile south-east of the Station, the Deccan College about 3 miles north of the Poona Post Office, the Bund Bridge close below the Jamshedji Bund in the Bund Gardens, the temple of Chhatarsangi Devi and a cave on a hill near the south entrance to the Government House, Ganeshkhind, Government House itself, Lake Fife about 10 miles south-west of St. Mary's Church, Pan-chaleshwar's temple on the top of knoll near the Railway-crossing on the Ganeshkhind Road past the College of Science, the Parbati temple on a hill $3\frac{1}{4}$ ths miles south-west of the Post Office, the Parbati lake about $\frac{1}{2}$ mile north-east of the Parbati hill, Sasoon's Hospital about 450 yards south of the Railway Station, the Parsi Towers of Silence about half-a-mile south-east of the Parbati hill, and the Yeravda Central Jail three and a quarter miles north of the Post Office.

PUR, a small village pleasantly situated in a deep valley surrounded by hills, about 12 miles west of Junnar has at the source

of the Kukdi, a ruined Hemadpanti temple of Kukdeswar covered by a tiled roof.

PURANDHAR, six miles north-east of Saswad, is a famous fortified hill, 12,566 feet above the Poona plain. Inside the fort are very grand and beautiful structures. The hill-top commands an excellent view of the surrounding country.

RAJMACHI or the Royal Terrace, is an isolated double-peaked fortified hill, about ten miles north of the Bor Pass. There is nothing interesting in it except its situation on the main range of the Sahyadris.

RANJANGAON, nine miles south-west of Sirur is said to be the scene of one of the eight incarnations of Gaupati. It has a temple dedicated to that god.

SAKAR PATHAR, four-and-a-half miles south of the Lonavla Station is an extensive, raised plateau having well-wooded building-sites some of them commanding very fine views.

SASWAD, on the left bank of Karba, sixteen miles south-east of Poona, is a Municipal town having a Monday market, a Municipality, a Dispensary, a Post Office, two old palaces, a mosque built entirely of Hemadpanti pillars and stones, and a temple. The Peshwas' palace across the river, is now used as a district bungalow.

SINDE hamlet, close to Bhamboli in Khed, seven miles west of Chakan, has within its limits the hill of Bhambachandra having some old Buddhist caves.

SINHGAD, or Kondvāni fort, about 12 miles south-west of Poona, stands on one of the highest points of the Sinhgad-Bhuleswar range about 2,300 feet above the Poona plain. It is approached by two gates on the north-west and the south-west of which the latter is the preferable one. The fort is now in ruins.

SIRUR or Ghednadi, on the right bank of the Ghod about 40 miles north-east of Poona, is a great market-town. Its chief monument is the tomb of Colonel Wallace who from his saintly character, is believed to be the guardian of Sirur. Vows are offered to him by all except Brahmins and Marwaris for curing ailments and barrenness in women.

SUPE, about 36 miles south-east of Poona, has a Post Office, a Wednesday market, a mosque and a tomb, and a temple. The mosque is apparently a conversion of an old Hemadpanti temple. It has four small Persian inscriptions.

TALEGAON DABHADE in Maval, about 20 miles north-west of Poona, is a Municipal town with a Railway Station. It is a half-alienated village belonging to the Dabhade family and has a large pond with temples and tombs, a dispensary, a girls' school and large oil and glass industries.

TALEGAON DHAMDHARE on the Vel river, about 20 miles south-west of Sirur, is a Municipal and market-town and has besides, a Sub-Judges' Court, a Post Office and a Dispensary. There are several temples in this town the chief of which are those of Ganpati, Nath, Siddheshwar, Takleshwar and Uttareshwar.

THEUR, a small village in Haveli, about 13 miles west of Poona, has a temple of Ganpati, the chief part of which was built by Chintaman, the second Dev of Chinchwad. It is built of cut-stones and consists of a large audience hall with verandahs on either side.

VADGAON in Maval, three miles west of Talegaon Dabhade, is a large village with a Railway Station, a Sub-Judge's Court, and a weekly market. It has a temple of Potaba Dev with a small pond. It is the scene of the disgraceful convention with the Marathas signed by the British army officers in 1778-79 in order to procure their retreat.

VEHARGAON or Karle Cave Temple, lies within the limits of the Vehargaon village about 2 miles north of the village Karle near which there is a Railway Station of the same name on the S. E. Line of the Peninsula Railway. The sculpture is rich and Buddhist in origin. There are 22 inscriptions in the temple. In the hills near Karle also there are a number of cells and cisterns which go to show that as at Kanheri, a large congregation of Buddhist Monks stayed there.

SATARA.

AKALKHOP is a large village about 4 miles north-east of Ashta and eleven miles west of Tasgaon, on the right bank of the Krishna at a point where the river takes a bend from west to south. Opposite to it is the village of Bhilavdi. It has two small temples of Dattatray and Mhasoba where fairs are held.

ASHTA, the largest village in the district, is a Municipal town to the south-east of Islampur, having a Post Office and a Vernacular School. Inside the town are a big well and a tank and about a

$\frac{1}{4}$ ths of a mile to the west of the town is another large tank. On its eastern side is a temple of Bhairav.

AUNDH village, about 9 miles south-west of Vaduj in Khatav and about 26 miles south-east of Satara, is the residence of the Pant Pratinidhi and forms his Jagir. It has vernacular schools for boys and girls, a small library, and a temple said to be older than the time of Amangzeb (A. D. 1658-1707). About 2 miles south of the town is a bungalow with a garden and about 1 mile to the south-west, a hill having on it another temple of Yamuna Devi.

BAILADURWADI, an alienated village about 12 miles south-east of Peth in Valva taluka, is notable for its fort consisting of three enclosures one inside the other. It has also a well-built temple of Mahadev.

BAGNI in Valva, about 4 miles south-west of Ashta, is a fortified village having inside it a fort, a handsomely-built mosque and a Pir's tomb which also is worth a visit.

BAHE, an alienated village five miles north-east of Peth, is chiefly remarkable for 4 temples built on an island in the bed of the Krishna.

BAHULE village, situate 3 miles south of Mandrul and ten miles east-south-east of Paian, has a curious little Hemadpanti temple said to have been built in a single night.

BHILAVDI, a town about $9\frac{1}{2}$ miles south-west of Tasgaon, on the left bank of the Krishna, has a fine bathing ghat so constructed that a coin placed on any part of its steps can be seen from any position on the flight.

BHOPALGAD hill-fort lies in the extreme south-east of the Khanapur taluka and is reached *via* Khanapur, Palshi and Benur. It is difficult of ascent and has nothing of interest in it except a small temple of Mahadev and two tanks.

BHOSE, about 9 miles south-east of Tasgaon, is remarkable for a curious cave-temple of Dundoba Mahadev, situate in the hills to the south-east of the village about 58 feet from the summit of a point rising about 1,200 feet above the level of the spur. The ascent from Bhose is easy by "the Elephant Path" made by the Patvardhans.

BAPARDI is a small village 2 miles north of Wai containing a small modern but well-built temple of Mahadev in the midst of a stone tank.

CHANDAN-VANDAN are two hill-forts about 10 miles north-east of Satara having some important relics of a fine Sarkarwada and its appertenances. The two hills are separated by a saddle-back scarcely half-a-mile across.

CHAPHAL is an alienated village on the Mand six miles west of Umbraj, belonging to a descendant of the famous Ramdas Swami holding rank among the native chiefs above the Pratinidhi and the Sachiv and the Phaltan and Jath Chiefs. The objects of interest there are the temples of the Swami and Maruti and the Chief's palace.

HIMANGAON, on the left bank of a stream about 4 miles north-west of Koregaon has a ruined Hemadpanti temple of Mahadev.

DATEGAD, or Sundargad, about 2,000 feet above the plain lies 3 miles north-west of Patan. It is one of the highest points for many miles. The ascent is about 3 miles by a very steep bridle-path leading on to a plateau whence there is a steep ascent to the fort.

DEVRASTA, about 12 miles south-west of Vita, has a curious cluster of temples and ancient monkish cells, about a couple of miles north-west of the village. The easiest approach to these is *via* Takari Railway Station. All the temples lie in a hollow about sixty yards square, the chief among which is that of Samudreshwar. The water of a pond there is believed to cure leprosy.

DHAVADSHI village, about 6 miles north-west of Satara is interesting as the head-quarters of Bhargavram the spiritual teacher of Bhajirao I and Balaji Bajirao. The letters written by them to him form important historical records.

DIVASHI KHURD, seven miles north-west of Patan has a curious cave and a spring sacred to the Dvareshwar Mahadev and Ramchandra.

DHOM village, on the north bank of the Krishna, lies about 5 miles north-west of Wai with which it is connected by a road. The chief objects of interest there are the temples of Mahadev Panchayatan built about 1780 A. D.

HELVAK, a village on the north of the Karad-Kumbharli pass road, is situated 13 miles west of Patan at the point where the

Koyna turns at right angles from the south to the east. At the village of Mendhegar just opposite Helvak is a small P. W. D., bungalow. It is the halting-place for carts coming from Chiplun. At Nechla, 3 miles to its west, is a fine stretch of virgin forest worth a visit. The view of the Koyna valley is the most beautiful. Helvak is a good starting place for big game of shooting expeditions all round.

JAVLI is a small village in a ravine about 2 miles east of Pratapgad. During the period prior to the rise of Shivaji it was held along with a large mountainous tract of that name by the Shirkes.

KADEPUR village, about 13 miles east of Karad is situate at the junction of the Satara-Tasgaon and Karad-Bijapur Roads. It is only remarkable for the old temple standing on a hill whose spire can be seen for miles round.

KANERKHED in Koregaon, at a distance of six miles from it is only remarkable as the birth-place of the founder of the Scindia family which held the Patilship of this village. The present Patil is his deputy.

KARAD, at the junction of the Krishna and the Koyna, is a very old town and has amongst its objects of interest two tall minarets, its river banks lined with houses and temples, two Musalman tombs, a Municipal Garden, the mud-fort of the Pant Pratinidhi and inside it his Wada and a step-well and a mosque.

Near Karad, the interesting objects are the Buddhist caves in the hills to the south-west of the town, the nearest being at a distance of about $2\frac{1}{2}$ miles and the remotest 4 miles. They seem to be the work of about the 1st century after Christ.

KENJALGAD is situated on the Mandhardev spur of the Mahadev range, 11 miles north-west of Wai. The fort forms a village in itself but has to be climbed from the villages of Asre or Khavli on the Wai side. Inside the fort are the remains of buildings and tanks. It is believed to have been built by the Bhoj Rajas of Panhala who flourished in the 12th century.

KHANAPUR, the town which gives its name to the Sub-Division of which Vita is the head-quarters, has a mosque built by one of the Bedarshahi kings in about the 14th century, containing

Kanarese and Persian inscriptions. The supply of water there is limited and precarious.

KHATAV village, 8 miles north-west of Vaduj, is a walled-town with gate-ways, three large mansions, a Post Office, a native library, a vernacular school, and an old Hemadpanti temple of Mahadev.

KHATGUN in Khatav, is a small village on the right bank of the Yerla, 11 miles north of Vaduj. It has an irrigation bungalow and not far from the village is the weir whence start the two original Yerla canals now connected with the Nher Storage tank.

KIKLI, a small village 12 miles south-east of Wai, is remarkable for a group of ancient temples situate in an enclosure about 120 feet square.

KINHAI is about 7 miles due north of Koregaon and belongs to the Pant Pratinidhi. It has a handsome mansion of the Chief and to the south-east of it are two hills divided by a gorge to the east whereof is a temple of Yemna Devi

KUNDAL, believed to be the Kaundanyapur of the Purans, is an old village belonging to the Pant Pratinidhi. The chief object of interest there is a set of Brahmanical caves in a spur of the Mahadev range about a mile distant. The Kundal Road Station on the Madras and Southern Mahratta Railway is at a distance of about $1\frac{1}{2}$ mile from it. About half a mile from the station is the Kirloskar Wadi which has a big upto-date factory for making agricultural implements of iron, worth a visit.

KUSNED, about 6 miles south of Patan, has near it a small cave-temple having inside it an image of Ganpati.

MACHHINDRAGAD, about 10 miles south-east of Karad, is a hill fort built by Shivaji in 1676. Inside the fort are the remains of a few buildings, a small temple of Machhindranath and several tombs of ascetics and Satis.

MAHABLESHWAR, about 18 miles north-west of Medha, 20 miles west of Wai and 33 miles north-west of Satara, is the chief sanitarium of the Presidency situate on one of the Sahyadri spurs. The ordinary route is *via* Wathar Station on the M. & S. M. Railway from which it is at a distance of nearly 40 miles. Motors, tongas and bullock carts are available there. The road upto Panchgani is not remarkable. From there however the scenery up to Mahableshwar is very fine. The other routes from Bombay are by the B. S. N.

Co.'s steamers upto Dharamtar and thence to Mahad or upto Bankote and thence by launch to Dasgaon and from there to Mahad. From Mahad to Mahaleshwar is a distance of 36 miles. The road is excellent. On the way near Wada is Pratapgad where there is the famous shrine of Bhawani the tutelary goddess of Shivaji. Some of the ornaments and worshipping materials there are very old and worth-seeing. The principal points from which excellent natural scenery is observable are the Kate's point, Arthur's Seat, Bombay Point, and Bahington Point. The other objects of interest there are the Public Garden, the Government House and grounds, the gardens of English vegetables, prepared by Chinese convicts, on the road to Lingmala, the Chinaman's waterfall, the Yenna waterfall in Lingmala, the old Mahaleshwar with its temples and pools, the Hindu Sanitarium near it on the skirts of the Krishna valley, and Makarandgad and Kamalgad, near Kate's point.

MAHIMANGAD in Man, lies within the limits of Shindi Budruk about $5\frac{1}{2}$ miles west of Dahiwadi. It has outside the gate-way one and inside it two tanks, a turret, a temple of Mahadev and the relics of a Mahomedan tomb.

MAHULI, a small village in Khanapur, ten miles north of Vita, has a remarkably carved Hemadpanti temple of Kadamba Devi in the midst of houses.

MAHULI, also known as Sangam Mahuli, is a holy town in great local repute at the meeting of the Krishna and the Yenna. It is divided into two parts, the Kshetra and the Vasti, the first in the British and the second in the Aundh State territory. There are ten temples beautifully sculptured. It was the favourite resort of the fourth Peshwa Madhavrao and was the meeting-place of Bajirao II and Sir J. Malcolm in 1817 before the declaration of the last War.

MAKARANDGAD, known also as the Saddleback, is a fort situated as the crow flies 7 miles south-west of Malcolm Peth but nearly 11 miles by road. On the south-east hump is the temple of Malikarjun built by Shivaji and an unused spring.

MALLIKARJUN HILL is a point in the range of hills which breaks off from the Kundur spur about 12 miles south-west of Karad, and is reached *via* Malewadi on the south or Yede or Ghotkhindi on the north, from 2 to 3 miles either way. There are a number of Musalman tombs and 2 Hindu temples besides the chief

one of Mallikarjun, and a reservoir. There is also a set of caves, the central one containing a *ling* of Mahadev.

MANDHARDEV is a hill in the Mahadev range, six miles north of Wai having on its top an old temple of Kaleshwar. Having been once intended to be a health-resort for troops it has good roads on three sides.

MHASVAD, about 17 miles south-east of Dahiwadi, is a Municipal town in the Man taluka. It is enclosed by a mud-wall, has near its west entrance the ancient temple of Siddhanath where pilgrims assemble in large numbers on the occasion of the yearly fair in Margashirsha and a weekly market which distributes goods to small places.

NANDGIRI or **KALYANGAD FORT** stands at the end of a spur of the Mahadev range 8 miles north of Koregaon. There is no regular approach and the ascent is made by very tortuous and precipitous foot-paths from Dhumalwadi village. Half-way up is a good spring and a pond known as Kham pond. Inside the first gate-way is another pond having good water. On the top are the houses of the garrison and a small tomb and mausoleum.

NHER in Khatav, on the right bank of the Yerla 14 miles north-west of Vaduj, is known for its large storage lake built for irrigation purposes and for the Palu-Mal in it, which was the camping-ground of the Moghul army for 12 years.

NIMB, a market-town 8 miles north of Satara, is known for its good mangoes and grapes.

PAL village, originally called Rajapur, lies about 20 miles north-west of Karad. It is chiefly remarkable for the temple of Khandoba situate on the left bank of the river. Originally small it has been considerably added to from time to time. A large fair is held there in the month of Margashirsh.

PANCHGANI is a small but charming health-resort 10 miles west of Wai on the Wathar-Mahableshwar Road. Although at an elevation of only 200 feet less than Mahableshwar it has a rainfall of 56" on an average which makes it habitable throughout the year. It presents excellent natural sceneries, is thinly populated and living there is less costly than at Mahableshwar. It has a travellers' bungalow, a rest-house, a Post Office, a market, a vernacular school, two English schools, one for Europeans and Eurasians and the other for Parsis, and a dispensary.

tunnel at Satara or by the steps which climb straight up the hill side. The village contains a temple of Yavteshwar and close to the south further up the slope are the remains of two bungalows.

SHOLAPUR.

AKLUJ about six miles north-east of Malsiras, is a large market-town and the historical site of the capture of Sambhaji by Aurangzeb's troops in 1689.

ASHTA, 15 miles south-west of Madha, is interesting as the scene of the battle fought in 1816 between the British and Peshwa's troops. It has a large lake which when full has an area of about four square miles.

BARSI, a large town which is the terminus of the Barsi Light Railway, is a great cotton centre and also the chief market-town of the Sholapur district. There is nothing there to interest an antiquarian.

BRAHMAPURI on the Bhima, about 16 miles south-east of Pandharpur, has an old temple of Siddeshwar enclosed in a paved court. It is also noted for its being the camping ground of Aurangzeb's army for five years, from 1695 to 1700.

KARMALA, 11 miles north of Jeur Station on the G. I. P. Railway, is a large trade centre and has a fort which is one of the largest in the Deccan, and a temple of Bhawani beautifully situate on a hill to the south-east where a yearly fair lasting for 4 days is held from the full-moon of Kartik.

MADHA, a sub-divisional head-quarters at a distance of about 2 miles from the railway station of the same name on the G. I. P. Railway, has an old dilapidated fort, a Post Office, an old temple of Devi, and a weekly market. The Jains of the town have recently built a good temple of Parasnath, which from an architectural view-point is worth a visit.

MALSIRAS, about 25 miles north-west of Pandharpur, has a Tuesday market, a Post Office and temples of Someshwar and Maruti, the first of which is an old Hemadpanti building. The shrine of Hanuman is also very old and much visited by pilgrims.

MARDE, about 8 miles south of Sholapur, has a mosque built out of an old Hemadpanti temple and near it the relics of an old well of the same style with much good sculpture.

MOHOL is a market-town with a railway station on the G. I. P. Railway, having inside the town two temples, an old fort and a Post Office, and 2 old forts outside it. At the temple of Nilkantheshwar, a yearly fair is held in Vaislakh (April-May).

NATEPUTE, about 5 miles west of Malsiras, has a Wednesday market, a Post Office, 2 temples and 2 ponds. The temples of Gavrishanker and Parvatishwar are both old and out of the ponds, that on the west of the town called Kasam pond is very large.

PANDHARPUR, the city of Pandhri Vithoba, is a celebrated place of pilgrimage for the Hindus. It is situate on the river Bhima, from whose left bank it appears very beautiful. The railway station on an extension of the Barsi Light Railway is at a distance about $1\frac{1}{2}$ miles from the town. The chief objects of interest in the town are the river ghats and the temples. The principal temple which is that of Vithoba, is entered by six gates, the chief one, known after the saint Namdev, being to the east. Different parts of the structure appear to have been built at different times, the oldest part dating from the 12th century. In the porch in front of the Mandap is a big bell of European make of the 17th century. The image of Vithoba appears to be similar to two others in the Udaygiri sculptures near Bhilsa of the 3rd century after Christ. The two other temples of importance in its vicinity are those of Rukhmai and Laxmi. About 500 yards east of Vithoba's temple in the bed of the Bhima is the temple of Pundlik the devotee referred to in the Yadav-giri inscription in the temple of Vithoba. About $\frac{3}{4}$ ths of a mile to its south in the river-bed is the Vishnupad where people perform Shradhas of their dead relatives. Trimbakeshar's temple is in a thickly populated part of the town, a little to the north of Vithoba's temple. The other minor temples are those of Panchmukhi Maruti, Ganpati, Belicha Mahadev, Shakambhari, Mallikarjun, Ambabai, Ramchandra, Ohandrabhaga, Mulidhar, Chophala, Padmavati, Vyas, Takpithya Vithoba, Batteshwar, Beri's Mahadev, Kala Maruti, Tambda Maruti, Lakhubai and Amriteshwar.

The other objects of interest in this town are the Orphanage, the Foundling Home and the School of Industry, all near the Sub-Judge's Court.

About a mile south-east of the town on the river bank is Gopalpur a small hamlet containing a temple of Gopal-Krishna and 3

others. Close to the main temple towards the south-east is a cell of Janabai a devotee of Vithoba.

SHOLAPUR or the city of sixteen villages, lies 1,800 feet above the sea-level on the water-shed of the Adila a feeder of the Sina. It stands in the centre of a large plain, the nearest hill called Davad Molak being 8 miles to the east. Its great castle is handsome and well-placed on the rising western bank of the Siddheshwar lake. Besides the fort which contains many old carved stones, old Hindu inscriptions, towers, magazine and some pillars, the lake and the temple to the east of the fort, the other interesting objects in the town are the Municipal Garden on the south bank of the lake, the Kamar or Motigag pond, about a mile further south beyond the Cantonment and the railway station, and the Ripon Hall near the lake. To the north of that lake at a short distance are three large temples of beautiful architectural designs and well-ornamented. It has a very flourishing cotton Mill managed by Bombay Bhatias.

SONARI in the Nizam's territory, about 15 miles east of Karmala, has an important place of pilgrimage at the temple of Bhairavnath. The temple is old but of unknown date. A fair is held there in the last week of Chaitra.

VARKULI, about 14 miles south-east of Karmala, has an old half-built temple with 21 sculptured slabs arranged along the wall. The slabs are in excellent order.

VELAPUR, twenty miles north-west of Pandhar pur has a large Hemadpanti temple of Harnāreshwar Mahadev. The temple has 3 inscriptions of four to seven lines, two of the year 1300 and the third of 1304.

BELGAUM.

ANKALGI, about 15 miles south-west of Gokak, is a large village on the Markendeya, having a Kanarese school, a temple of Laxmi and a Lingayat Math. It was one of the four places proposed for the Collector's residence before Belgaum was chosen in 1838.

ATHNI stands on a waving ground about 10 miles north of Krishna on a small water-course which dries in summer. It has bi-weekly markets on Sundays and Mondays where a considerable trade is carried on in cattle. It is noted for its wheelwrights and for the making of saltpetre. Its water-supply is derived from two reservoirs

and wells which are numerous. The northern and southern gates of the town are very beautifully decorated.

BALL-HONGAL, six miles east of Sampgaon, stands on a rising ground in the middle of a large plain to the east of a large pond. It is noted for its breed of cattle and for its coarse cotton waist-cloths and robes. A weekly market is held there on Fridays. The chief object of interest there is an old temple to the north of the town. Though now Lingayet, it originally appears to be a Jain temple. It has two inscribed stones of the 1st century.

BELANDI, about 12 miles south-east of Sampgaon, has an old temple of Virbhadrā said to have been built by Jakhanacharya. It has a fragment of an inscription dated A. D. 1070.

BELGAUM has amongst its objects of interest the Nagjhari or Kobra springs to the south of the Cantonment at the upper end of the old Nagar Kere lake, in two groups near one of whom, the western, there are magnificently wooded old gardens, used for picnic parties, the old station garden, the new station garden and the soldiers garden, St. Mary's Church, Catholic Chapels near the Native Infantry Lines, the Sadar Bazar and the Commissariat Cattle Lines, old Hindu temples near the Native Infantry Lines and the Nagzari Springs, Asad Khan's Dargha near the Catholic Chapel in the former locality, the Meteorological Observatory in the enclosure of the Station Hospital, the fort about $\frac{3}{4}$ ths of a mile east of the town, Asad Khan's mosque south of the Arsenal between the north and the west gates of the town, three old Jain temples of which one is outside the Commissariat enclosure, another inside it and the third at a short distance from it.

BHIMGAD FORT in the village lands of Tanali, is built on a detached spur of the Sahyadris about 16 miles south-west of Khanapur. It has a gate-way and its walls are in good order, but it is infested by wild beasts.

CHIKODI, in a group of hills about 40 miles north of Belgaum is a great trade centre between the Karnatik and the Konkan. It has a small mud fort. Between it and the town is a water-course whose water is supposed to cure fever.

DEGAMVE village, three miles south-west of Kittur, has a small, but elaborately-sculptured temple of Kamalnārayan and Mahalaxmi built by Kamladevi wife of the sixth Goa Kadamba Chief Permadi

(1147-1175). In the temple there are four inscriptions in Devnagari and Kanarese characters.

DESHNUR, about ten miles north of Sampgaon, is noted for its wooden toys known as the Gokak toys. Deshnur hill about half a mile north of the village, has a fort in which wild beasts are occasionally found.

DONGARGAON HILL, nine miles south-west of Khanapur, on the top whereof is a religious house of the Kanphata saint Matsyendranath, where some monks live. It is occasionally visited by tigers and other wild animals.

GOKAK, lies in the lowland between the south bank of the Ghatprabha and the low range of hills which prevent the river from running southwards. It is fortified by walls and has a ditch on the south and the west. To the east is a hill with a ruined fort. It is noted for its paper and wooden toys. It gets its water-supply from the Ghatprabha and several wells with and without steps. The well water is not drunk. The only objects of interest are 2 mosques, a Ganjikhana and a Jain temple. Gokak fort is on a hill to the west of the town. It has one gate-way, three temples, a cave and a reservoir. The Gokak falls are about $3\frac{1}{2}$ miles north-west of the town. The country around is quite barren and common-place but the falls themselves are very picturesque. They are at their best between October and December. The splash of water is so great that its sound can be heard for miles round. Except in the width and the colour of its water, the general features of the fall, its height, shape and the rapid flow above are much like those of Niagara. There is a large temple of Mahalingeshwar on the right bank of the river, and other smaller ones nearby, all more or less elaborately carved. About 2 miles from the Gokak Camp is the entrance to the remarkable gorge through which the Markendeya river passes, before its meeting with the Ghatprabha. The way through it to the temples at Malappa and Nirvanappa, is one of the most picturesque in the Deccan.

GOLIHALLI, about one mile south of Bidi, has temples of Kamaleshwar, Ramling and Siddhaling. Near the first is an inscription recording a grant of the 12th century. Just outside the village is another inscription on a stone in front of a small temple of Basava.

HALSI or **HALASIGE** in Bidi about ten miles north-east of Khanapur is an old town, the chief capital of the early Kadambas (A. D. 500), and a minor capital of the Gora Kadambas (980-1250). It has three large temples, two, those of Varahwrisinh and Survaneshwar, in the town, and one, that of Rameshwar, on a hill about 2 miles to the west. The first has an inscription recording a grant of the 12th century. Also six copper plates were found in a small mound about 3 miles north of Halsi.

HANNIKERI, about 4 miles north-west of Sampgaon, has a plain Jain temple of Brahmader with an inscription of the 13th century.

HUKERI stands on the east bank of a large water-course which falls into the Hirankeshi a feeder of the Ghatprabha. A weekly market is held here on Mondays. Besides several tombs and water-channels, there are two mosques now used as lodging houses by European Officers. The Chini Ghumat has painted tiles used as an ornament.

HULI, about 5 miles east of Saundatti, is an old place with temples and inscriptions. The chief object of interest is the ruined temple of Panchlingdev originally a Jain basti.

KADROLI village on the Malprabha, about six miles south of Sampgaon, has a temple of Shankerling of about the tenth century with an inscription in old Kanarese letters.

KAGVAD is a large village about 22 miles west of Athni, with a post office and a Kanarese school. There are also two temples of Brahmanath and Satvai. The image of the former is in an underground cell near which is an inscribed stone.

KALHOLE, about seven miles north-east of Gokak, is situate on a feeder of the Ghatprabha and has an old Jain temple with an inscription of the 16th century.

KANMADI lies about 24 miles north-east of Athni. It has temples of Haridev and Maikarjun and an old shrine of Daridevi.

KITTUR, an old town about fourteen miles south of Sampgaon, has markets held twice a week. In it is a temple of Basava with a stone containing a twelfth-century inscription which curiously enough records the facts of a litigation regarding the ownership of a plot of ground settled by a red-hot ploughshare ordeal. It has also a fort and citadel containing the ruins of a palace and a temple.

KONGNOLI, on the Belgaum-Kolhapur Road about 22 miles north-west of Chikodi, is a trading town of some importance. The river Dudhganga flows to its north. It has a post office, two Government schools, one Anglo-Vernacular and the other for girls, a travellers' bungalow and a rest-house, and an export and import trade with Belgaum, Kolhapur and Rajapur and Vengurla. A weekly market is held there on Thursdays. It has a dilapidated fort with a ditch.

KOKATNUR village, twelve miles south-east of Athni, has a Government School. There reside workers in iron who make nut-crackers, bridles and bits. About a mile to its east, is a temple of Yekamma on the Papanashini river.

KONNUR, is a large village on the Ghatprabha, about 5 miles north-west of Gokak. Near the Gokak falls within the limits of this village are several ruined temples of about the 11th century. To the south of the village close to the foot of the sandstone hills are a number of the slab-walled and slab-roofed cell-tombs of Kistavans which have been found near Hyderabad in the Deccan and in other parts of Southern India. Their most interesting feature is a group of fifty more or less perfect rooms.

KUDCHI, about 20 miles south-west of Athni and 3 miles south-west of Ainapur, is a large village having a railway station, a post office and Kanarese and Hindustani schools. There is a local carpet industry. On an island in the Krishna about a mile east of the town are the tombs of a Mussalman saint and a missionary.

KUNKUMBI, a village 19 miles north-west of Khanapur, has temples of Kunkumbheshwar and Mahuli Devi at the source of the Malprabha.

MAHIPALGAD FORT stands on the highest point of a range of hills about ten miles west of Belgaum. It was one of the ten Belgaum forts held by Shivaji in 1680.

MANGSULI lies 16 miles west of Athni. It has a temple of Mallaya or Martand and a Kanarese school.

MANOLI, a large town on the Malprabha six miles north of Saundatti, has an important dyeing industry. Amongst its objects of interest are a ruined fort and old temples with inscriptions of the 13th century. This is different from Nagar Manoli in Chikodi.

MURGOD, about 15 miles north-west of Saundatti, is a flourishing cotton and grain mart and has a temple of Mallikarjun. A little to its north are some gardens supplied with sweet water. This was one of the four places proposed for the Collector's head-quarters before Belgaum was selected in 1836.

NANDGAD, on the Belgaum-Haliyal Road about seven miles south-east of Khanapur, is a town of some importance. It has a post office, a Wednesday market, three schools, Kanarese and Marathi for boys, and Kanarese only for girls. It is an important trade-centre. The ruined fort of Pratapgad built in 1809 is quite near this town.

NESARGI, on the Belgaum-Kaladgi Road about 7 miles north of Sampgaon has a travellers' bungalow and a fine old temple of Basava. It has a weekly Monday market and weaving and glass-making industries.

NIPANI, on the Belgaum-Kolhapur Road about 13 miles west of Chikodi, is a large Municipal town having a travellers' bungalow, a post office, a rest-house, four schools, a library and a dismantled fort. A weekly market is held there on Thursdays.

PARASGAD FORT lies in the village lands of Saundatti about a mile to the south. The only buildings there are a ruined empty cistern and a small temple of Maruti. It is said to have been built by Shivaji and to have been one of the ten held by him in 1680.

RAMTIRTH, a small village within the Jamkhandi State limits about 15 miles north-east of Athni, is in great local repute for holiness. It is on a water-course called Papanashini and near it is a hill called Anandaparvat (mount-joy) with a cave containing a temple of Anandanayaki. To its east is an old temple of Rameshwar having finely-carved pillars.

SAMGAON, about eighteen miles south-east of Belgaum, has a post office, a library, schools for boys and girls, and an old mosque. A weekly market is held there on Sundays. The old mosque is a beautiful building.

SANKESHWAR, about 8 miles north-west of Hukeri, is one of the richest villages in the Chikodi sub-division. It has a post office, three schools, an old temple, a monastery and a weekly Friday market. The temple of Shankerling has three inscriptions. The

Math is a grand building, being the seat of a deposed Shankaracharya.

SAPTASAGAR, on the south bank of the Krishna, about 12 miles south-west of Athni, is a small village of great local holiness, being believed to be the place where the water of the seven seas brought by the Rishis was mixed with that of Krishna.

SAUNDATTI, about 40 miles south-east of Belgaum, has four old temples and a ruined fort. The water-supply of the town is poor. A weekly market is held there on Wednesdays. Inside the temples, one of which is Jain and the rest Hindu, there are 6 inscriptions in Kanarese varying in date from 875 to 1229. The fort is to the west of the town on an isolated hillock. Inside it are a temple of Hanuman, a pond and a building now used as the district bungalow.

SHEDBAL, is a large village with a railway station on the S. M. Railway and has an old temple of Basava with a Silhari inscription of the 12th century.

SHURPALI is a large village on the Krishna, regarded as the Benares of the neighbourhood. It has a banyan tree on the river bank believed to have grown out of a tear shed by Parshuram. Under it is a temple of Nrisinha.

SOGAL village, about 12 miles north-west of Saundatti, lies at the foot of a scarp below a picturesque water-fall of the Malprabha. Above the chief fall is a pretty spot with two smaller falls, an old temple and a grove. Nine miles south-east of Sogal is the Naul Tirtha or Peacock's Pool, a beautiful gorge through which the Malprabha enters the Kaladgi basin.

TALVARKOP, an uninhabited village on the Malprabha 12 miles north-east of Khanapur, has an old temple of Shankerling and a Bilva Kshetra.

VAD-KUND village, about 12 miles south-east of Sampgaon, has a fine old Jakhanacharya temple. The beautiful perforated stone wall of this temple and the remains of others are the objects of interest there.

VALLIABHGAD on **HARGAPUR**, about 15 miles south-west of Chikodi, is an isolated hill having a ruined fort which was one of the ten Belgaum forts held by Shivaji in 1680.

YEDUR OR EDUR, about 12 miles north-east of Chikodi, is a large village on the Krishna with a modern temple of Virbhadrā on an old foundation.

YELLAMMA HILL, about 5 miles south-east of Saundatti and a mile north of the Ugargol village, takes its name from a goddess held in great veneration throughout Bombay Karnatik and is visited yearly by about a hundred thousand pilgrims. The original structure seems to be of the 1st century and subsequent additions appear to have been made to it in the 17th or the 18th centuries. Tradition connects this temple with Renuka mother of Parshurām whom he killed at his father's behest and again got restored to life as a boon for obedience. There are three rest-houses, six wells and two pools.

BIJAPUR.

AGARKHED is a large village on the Bhima about 15 miles north-east of Indi. To the south of it, are an old temple of Shankerlingdev with a tapering spire, and a Hemadpanti temple called Dhairapana Gudi with an inscribed stone of the 12th century.

AIVALLI OR AIHOLE is an old village and a place of great architectural interest on the Malprabha, 13 miles south-west of Hungund, and 16 miles east of Badami. On a rock in the river are Parshurām's foot-prints and near it a fine old temple of Ramling. On the bank of the river is a rock having a big inscription on it. Between it and the village are the remains of a paved street and many temples. On a hill facing the village is a temple of Meguli built in the Dravidian style. On the outside of the east-wall of the temple is an inscription of the early Chalukya dynasty (A. D. 634). In the village the most remarkable temple is that of Durgadevi which appears to be an adaptation of a Buddhist chapel, first converted into a Jain temple. There are also two cave temples, one Jain and the other Brahmanic.

ALMEL is an old village 12 miles north of Sindgi, and has mainly Jain and Brahmanic relics on the surface and underground.

ANWAL is a small village 5 miles south-east of Kaladgi having three temples of Anant, Maruti and Ramling.

ARASIBIDI, or the Queen's route, is a ruined and deserted village about 16 miles south of Hungund which was for some time

the capital of the western Chalukyas (975-1190) since the time of Vikramaditya VI (1073-1126) under the name of Vikrampur.

BADAMI is an old town having four richly ornamented Brahmanical and Jain caves (500-650 A. D.), ruined temples and inscriptions and two dismantled forts on the top and in the side of a hill quite near the town. There are 13 inscriptions in and around the caves, all of which are in the west face of the south fort. The lowest on the west end is a Shaiva cave, that higher up a Vaishnava one, the third still further to the east, the finest of the group, also Vaishnava, and the fourth a little beyond it, Jain. All are very rich in mythological sculpture and well-preserved. Three miles south of the town are the old and the new temples of Banashankari Devi with a fine pond and a flower-garden.

BAGEWADI, is the birth-place of Basava the founder or reviver of the Lingayat faith. It has a rest-house and four shrines. There are also two modern temples of Anantshayan, and Vithoba, two wells and a monastery.

BASARKOD, a small village 6 miles north-west of Muddebihal, has a Jain temple, two Shaivite temples and 2 inscribed stones.

BELUR, nine miles south-east of Badami, is a large village with an old fort and in it a large Jakhanacharya temple of Narayan with fifty pillars and an inscription of the 11th century, and a temple of Hanuman also with a similar inscription. Maruti's temple is in the village and that of Yellamma is on a neighbouring hill.

BEVUR, about 10 miles east of Bagalkot, has three old temples of Kalikabharani, Narayandev and Rameshwar. The last has sculptural decoration.

BILGI, twelve miles north-west of Bagalkot, has in and about it ponds and temples one to three hundred years old. About 200 yards from the north gate of the town is the Aretinbhavi or six bullocks' well, having side galleries. Inside the well is a shrine of Mahadev and inscriptions in Kanarese, Marathi, Persian and Sanskrit. The King's well in the town bears similar inscriptions. About a mile south of Bilgi are the pond and temple of Siddeshwar with an inscription of the 16th century.

BIJAPUR, the capital of the Adilshahi dynasty and the mistress of the Deccan during the 16th and the greater part of the 17th centuries, lies on the north slope of the ridge which the water-

shed of the Krishna and Bhima rivers. Its surroundings have nothing striking or picturesque in them.

Amongst its objects of interest are Sultan Mahmad's tomb (1626-1656) known as the Gol or Bol Gumbaz in the eastern part of the City, the most remarkable building in the city and in some respects, one of the most remarkable buildings in the world, the Ibrahim Roza in the west of the city, the tombs of Ali Adil Shah I and II to the north-west of the Ark-Killah, and to the south-west of the city respectively, the two sisters' tombs to the right of the road from the Mecca gate to the citadel, Haji Hussein's tomb, in the east of the city, Hamid Khadir's in the south-west corner, Yakut Dabuli's to the north-east of the Ark-Killah, Ain-ul-Mulk's and Haider Ali's to the north-east of the Padshahpur gate, near which is also the Moti Gumbaz, Malik Rehan's to the north-west outside the city-wall and Shah Navaz's and Pir Amin's to the west and north-west of the city respectively, the palace known as Sat-Mazli in the west of the citadel, the Chini Mahal now used as the Collector's Office and the District Court, the Anand Mahal in the centre of the Ark-Killah, the Gagan Mahal near the west wall, the Adalat Mahal, north-east of the Anand Mahal, the Asar Mahal on the crest of the eastern glacis of the citadel, the Mehtar Mahal, Chini Mahal II to the east of the Fateh Gate Road, and the extremely picturesque Sangit Mahal at Nauraspur about 4 miles to the west of the city, the Jama Mosque the largest in the Deccan, in the eastern part of the city, the Mecca Mosque near the centre of the Ark-Killah, Malika Jahan's Mosque facing the causeway leading across the outer moat to the west of the citadel, Andu's to the right of the road to its south, Bukhara's to the west of Ali II's unfinished tomb, Malik Sandal's to the north of the last, Chinchdidi in the east centre of the citadel, Haider Khan's north-west of the Jama Mosque, Ali Shahid's south of the Mehtar Mahal, Malik Kasim's in the south centre of the Ark-Killah east of the Chini Palace and Khwaja Khan's north of the Anand Mahal.

The remains of temples especially in the Ark-Killah show that Bijapur was at one time a great Hindu centre. The south-east gateway, the carved-stone columns, and the inscriptions on some of them, the column outside the gate-way on the way to the Asar Mahal, these and other relics unmistakably point to the conclusion that the Mahomedan Bijapur was built from the remains of an old Hindu.

town. Of modern temples, the notable one is that of Narsoba, on the bank of the river Moat in the west centre of the Ark-Killah.

The other miscellaneous objects of interest are :—The Taj Bavdi in the west centre of the city, the Upri Buruj or the lofty tower south of the Chand-well, Aurangzeb's Idgah to the west of the Tower, ten pieces of ordnance some of local make, others brought from a distance, and one apparently European, and the two Gorak Imli trees a little to the right of the road leading past the two sisters in the west of the city about 500 yards east of the Mecca or western gate. They are the old execution trees of the City, the Tyburn of Bijapur.

In addition to these there are smaller works of art, fountains, gardens, arches and towers. "To describe them would be endless, to name them useless".

CHAND-KAVTI is a small village eight miles north-west of Sindgi. It has a temple of Ramling with sculptured pillars. About half a mile from it is a temple of Parmananddev.

CHATARKI, a small village ten miles west of Sindgi, has a temple of Dattatray with sculptured pillars.

CHIMULGI is a holy village in Bagevadi four miles from the meeting of the Krishna and the Ghatprabha. There are several old Lingayat temples near the Sangam.

DEVANGAON is a village on the Bhima about 12 miles north-east of Sindgi having three temples on the river bank of which that of Kalmeshwar is old and sculptured.

DHANUR is a small village on the Krishna, ten miles south of Hungund. Outside the village is a Jain temple with round pillars, and several small stones. The battle of Talikot which resulted in the destruction of the Vijaynagar Kingdom in 1565 was fought a few miles to the east of this village.

DHULKHED is a holy village on the Bhima, 15 miles north of Indi. It is said to have been the scene of the sacrifice of Daksha Prajapati. Ashes and bones are still unearthed there. It has an old temple of Shankarling with an inscribed stone and four carved pillars.

GADANKERI, about 8 miles east of Kaladgi is a small village on the Bagalkot Road. On a hill near the village are buildings in

the Bijapur style of architecture, conspicuous for miles. They are the tombs of a prophet Malyappa Ayanava and his son Monappa.

GAJENDRAGAD is a large town 28 miles south of Badami. The strong fort of the same name on a neighbouring hill was built by Shivaji. It has a ruined temple of Virupaksha and other minor temples. Near the fort, three miles north-west of the village on the hill side, are a cavern with an image of Shiva, and a small pond called Antargangi.

GALGALI, about 14 miles north of Kaladgi is a large village on the Krishna. It is reputed to have been the seat of Galavmuni. His hermitage is shown at a distance of about a mile to the south. About a mile and a half north of Galgali, is a large temple in the bed of the Krishna.

GUDUR or TEMPLE TOWN is a small town 13 miles south-west of Hungund and seven miles east of Pattadakal in Badami. In the middle of the village is an old temple of Rameshwar. There is nothing remarkable about it.

HALLUR, a small village nine miles east of Bagalkot, has to its west the temple of Baseshwardev said to have been built under the Cholas (870-1070 A. D.). On the hill to the north of it is a fine old Jain temple converted into a Lingayat shrine.

HABBAL, about 12 miles south of Bagevadi, is a small village. On the Bagevadi-Nidgundi Road which passes through it, is a fine Jain temple of some architectural value.

HIPPARGI is a large village about 15 miles south-west of Sindgi. It has to its east an old temple of Kamleshwar said to have been built by Jamadagni, father of Parshuram, with an inscribed stone of the 13th century. About half a mile to the east of the village is a temple of Martand said to be 500 years old.

HORTI is a large village on the Sholapur-Hubli Road, about 12 miles south-west of Indi. It has two good old temples and two smaller ones.

HUNGUND, about sixty miles south-east of Bijapur, has on the hill overlooking the town the remains of a finely-built Jain temple called Meguti or the hill-temple. In the town near the old sub-divisional office is a ruined Jain cave. In the ceiling are two inscribed stones.

ILKAL, a Municipal town, one of the largest trade centres in the district, lies about 8 miles south of Hungund. It has a dispensary, eleven schools and three temples. From an architectural point of view that of Vyankoba is the only remarkable temple.

INDI, about 30 miles north-east of Bijapur, has a temple of Kanteswar with a stone inscription.

INGLESHWAR is a large village 6 miles north-east of Bagevadi and at a short distance from the ruined City of Tingaleswar, and has three Jain temples which from inscriptions appears to have been built by Nilkanth Naik in A. D. 1128. In a hill about half a mile from the village are two cave-temples bearing inscriptions.

KARDI village, ten miles north-east of Hungund and four miles south of the Krishna has three Jain temples and three inscriptions.

KATTAGIRI is an old fortified village about 12 miles south-east of Kaladgi and 12 miles north of Badami. It has a temple of Hanuman and a large series of ponds of which only two are in use. On the bank of the southern pond are two old Kanarese inscriptions. It has a railway station.

KELVADI, about 11 miles north of Badami and about 4 miles east of Kattagiri, has a pond and a well-carved temple of Rangnath.

KERUR is a flourishing fortified village on the Sholapur-Hubli Road about 11 miles north-west of Badami, having a fort and in it three temples and a pond nearby.

KUNDARGI, a small village on the Ghatprabha twelve miles north-west of Bagalkot, has an open-fronted temple of Hanuman built probably in the 12th century.

MAMDAPUR, six miles north of the Krishna and about 22 miles south-west of Bijapur, is an historical village built by the orders of Mahmud, the sixth Bijapur King (1626-1656) in order to give him an idea of what Konkan was like. It has several temples, a palace and 2 large lakes.

MUDEBIHAL, about 45 miles south-east of Bijapur, is a town comprising the villages of Parvatgiri to the east and of Muddebihal to the west of a large drain running north and south of the town. It has large buildings and a temple of Ishwar.

MUTTIGE, village seven miles south-west of Bagevadi, has nine temples, the chief of which are those of Kashivishveshwar, Laxminarayan, Laxminrisinh, and Mukteshwar. The second has an inscription of the 12th century.

NALATVAD OR THE FORTY GARDENS is a large village about 13 miles south-east of Muddebihal. It has three temples and four inscriptions.

NANDIKESHWAR is a group of villages three miles east of Badami and of great interest as containing the Mahakuta pond, the site of several temples and *lings*. The Mahakuteshwar has six inscriptions all of which are on pillars.

NAVRASPUR near Tarvi, is a small village four miles west of Bijapur. It was built by Ibrahim Adil Shah II (1580-1626). The palaces had been most elegantly built and the King was about to shift his capital there, when he was prevented by astrologers from doing so. He however continued to use it as his hot-weather retreat.

PATTADAKAL, on the left bank of the Malprabha about 8 miles north-east of Badami, is an old town with temples and inscriptions. Some of the temples have great architectural beauty.

SALOTGI is a large village six miles south-east of Indi. At the north end of the village is an old temple of Shivyogeshwar.

SANGAM is a small village at the meeting of the Malprabha and the Krishna, about 10 miles north of Hungund. The temple of Sangameshwar built in the Jain style stands on the river bank.

SINDGI is said to have been built about 1200 A. D. by one Sindu Ballal. To the south of the village is a temple of Sangameshwar a small square building with a spire. It contains many large Jain figures.

SIRUR, a large village nine miles south-west of Bagalkot, has 5 temples and 3 inscriptions. The temples are mostly Jain structures. The pond in the village is one of the finest in the district.

TALIKOTI, about sixteen miles north-east of Muddebihal, is a town of great historical note. It has two mosques and a temple of Shiva built out of Jain relics. The battle of Talikoti which ended in the overthrow of the Vijaynagar Kingdom, was fought on the right bank of the Krishna, about 30 miles south of this village. Superior carpets or Jajams are woven there.

ARLESHWAR, a small village five miles north-east of Hangal, has a stone temple of Kadambeshwar with three inscriptions.

BALAMBID, a small village about 5 miles south-west of Kod, has a temple of Vishparihareshwar and Basava built in the Jakhana-charya style, with five inscriptions.

BALEHALLI OR THE VILLAGE OF PLANTAINS, a small village six miles south-west of Hangal, has temples of Mailardev and Mallikarjun and eleven inscriptions, one of them being on Virgal, a hero-stone.

BANKAPUR OR SHAHBAZAR is the chief town in the Bankapur sub-division about 40 miles south of Dharwar. It has a ruined fort, a post office, two temples and a Tuesday market. One of the temples is a fine old Jain structure.

BYADGI is a Municipal town about 10 miles north-west of Ranebennur. A weekly market, one of the largest in the district is held there on Saturdays. It has a post office, two schools, and a temple of Rameshwar with two inscriptions.

BYAHATTI is a large village on the Dharwar-Gadag Road, about 2 miles north-east of Hubli. It has a temple of Virbhadrā and another of Ramling with an inscription. The people of the village have two copper-plates regarding grants made in the 12th and the 13th centuries.

CHABBI is a large village about 8 miles south of Hubli. Under its original name Shobhanpur it was the capital of the Jain Prince who built seven temples, one of which only now remains. This town was improved later by the Vijaynagar Kings when they held it. It has an old fort, an old temple near a pond and 2 inscriptions.

CHALMATTI, a small village about 10 miles north-east of Kalghatgi, has a temple of Budangudd in the village and a much-frequented den called Ajnankatti about a mile-and-a-quarter from the village.

CHANDADAMPUR, on the left bank of Tungabhadra about 15 miles north of Ranebennur, has temples of Mukteshwar, Ishwar and Gopdevswami and 2 inscriptions. The inscription in Ishwar's temple is of the great Vikramaditya of the lineage of Chandragupta.

CHIKKERUR is a market-town about 10 miles west of Kod. It has a large pond with two inscriptions of the 11th and 12th centuries, and 3 temples and also 2 Virgals or hero-stones.

CHINMULGUND, a large village about six miles north-west of Kod, has a black granite temple of Chikeshwar having carved walls and figures. On a small hillock to the east is a self-made *līṅga*. A little to its left is an under-ground cave.

DAMBAL is an old town on the Gadag-Mundargi Road, about 13 miles south-east of Gadag. It has a large production of guava and grapes. There are temples of Dodda Basappa, Kaleshwar, and Someshwar in this village. Of these the first appears to have been built in a peculiar highly-ornamented style. To the west of the village is a ruined fort with a Jain temple and five inscriptions the oldest of which is of the 11th century. The present Desai of Dambal has also 9 copper-plates of the third Vijaynagar King Harihar II (1379-1401).

DEVGIRI is a large village about 6 miles west of Karajgi, having temples of Basyanna, Hanuman and Yellamma. From a pond there, were found three sets of copper-plates of the fifth century after Christ.

DHARWAR, at an elevation of 2,580 feet above the sea-level, is situate amidst waving hills, and has amongst its objects of interest the fort, the Collector's Office situate on the highest peak visible for miles round, 13 large Hindu temples, 3 Mahomedan mosques, 25 Lingayat Monasteries, a German Mission Chapel and two Roman Catholic Chapels. About 2 miles south of the town is the Mailargudda Hill having at its top a small Jain temple now turned into a Hindu temple. There are six reservoirs in the town for water-supply, besides wells and cisterns.

EDLABAD is an uninhabited village about 4 miles west of Shiggaon in the Bankapur sub-division. Within its boundary is a holy well called Gangabhavi thickly shaded by mangoes in a pleasant spot surrounded by hillocks. On its edge is a stone temple of Kameshwar and from it rises a small brook flowing down the valley. To the north-west of that well is a cave said to have been used by the sage Janhu. A bath in the well is believed to cure fevers.

GADAG is a noted cotton market with a fort and the remains of some of the most richly-carved temples in the Dharwar district. The chief temples are those of Trikuteshwar, Sarasvati, Narayan, Someshwar and Rameshwar. Of these that of Saraswati takes the first place for delicacy and beauty of detail. That of Someshwar

having one of the most profusely-decorated extensions in Dharwar is now used as a school-room. In Gadag itself there are several copper-plate grants and inscriptions, and in a walled enclosure in Bettigiri village near it, is a group of 15 old hero-stones.

GALAGNATH, on the left bank of the Tungbhadra, about 20 miles north-west of Karajgi, has two temples and two inscriptions. The temple of Gargeshwar to the north of the village has its walls carved with mythological figures.

GUDGUDDAPUR OR **DEVARGUD** is a small village on the top of a steep hill 8 miles north of Ranebennur. It has a temple of Mallari, an incarnation of Shiv where a large fair is held on the Dasara day.

GUTTAL, a large village about 12 miles east of Karajgi, has a Monday market and a black stone temple of Mahadev with two inscriptions and an old irrigation-reservoir with very handsome outlets.

HANGAL, about 50 miles south of Dharwar, is an old town and has a ruined fort, a Collector's bungalow, 13 temples, the most interesting of which is that of Tadakeshwar and eleven inscriptions the earliest of which so far as is known is of the 12th century.

About 600 yards west of the modern town is a remarkable conical mound, locally known as Kuntina Dibba or Kunti's hillock. Hangal is believed to be the Viratnagari of the Mahabharatta.

HATTI MATTUR, five miles north of Karajgi, has a beautifully-inscribed stone-tablet, which was found buried to the west of the village pond.

HAVERI is a large Municipal town having a brisk trade in cardamoms imported from Karwar. It has three temples and a monastery.

HIREBENDIGERI, about 7 miles north of Shiggaon, is a large village in the Bankapur sub-division, having 1 temple and 2 monasteries with inscriptions.

HIRKERUR, about 70 miles south-east of Dharwar, has a weekly market, and a large pond ascribed to King Janmejaya of the Mahabharata, four temples and eleven inscriptions varying from 1062 to 1172.

HUBLI, about 13 miles south-east of Dharwar, is the most important town in the Bombay Karnatak. It is in two parts, one

near the other. Each has a fort. The Robertson market in the new town is said to be the finest out of Bombay. The water-supply comes from Tikaram's lake covering an area of about 59 acres. It has 37 temples, 27 monasteries, 17 mosques, a Christian Church of the German Mission, and a Roman Catholic Chapel. A special object of interest to devout Hindus, is the finely decorated Math of Siddharudh Swami about $2\frac{1}{2}$ miles north-west of the town.

HULGAR, a large village about 8 miles north-east of Shiggaon, is a noted place of pilgrimage to a tomb of Saint Hazrat Shah Kadri. It has also a temple of Siddhaling with eight stone inscriptions and a well.

KUDARMANDELI, a small village about 9 miles west of Ranebennur, has a temple of Maruti Kantesh locally believed to have been consecrated by the Pauranik King Janamejaya.

KAGINELLI, a large village about 13 miles north-west of Kod, has temples of Adikeshav, Kalahasteshwar, Lakshmi Nrisinh, Sangameshwar, Someshwar and Virbhadr, with several inscriptions. Some of them are rich in sculpture.

KAMDHENU, six miles north-east of Kalghatgi, has an old temple of Kalmeshwar, built of black granite, with ornamented mythological figures on the outside of its walls. Near it are two inscriptions. About a mile to the south is a water-course called Kalhalla.

KOD, a large village about 6 miles north-east of Hirkerur, the taluka head-quarters, has a trade in rice and chillies and a temple of Hanuman with an old Kanarese inscription.

KORANHALI, a village on the left bank of the Tungbhadra in Gadag about 6 miles south of Mundargi, has a large old weir of dry rubble stone built right across the Tungbhadra by the Vijaynagar Kings.

KURTKOTI, a town about 8 miles south-west of Gadag has 4 temples and 5 inscriptions. A copper-plate grant found there is proved to have been a forgery.

LAKKANDI, about 7 miles south-east of Gadag is a place of antiquarian interest having about 50 temples and 35 inscriptions varying in date from A.D. 868 to 1241. The temples are of various degrees of size and beauty and are said to have been built by the mythic architect—Jakhanacharya. Great artistic skill is shown in the

stone carvings of many of the larger temples, the work somewhat resembling Chinese ivory-carving.

MASUR, a large village about 7 miles south-east of Hirkerur has a ruined fort and a weekly market held on Sundays. The large artificial lake called Madag about 3 miles south-west of Masur is believed to have been built by the Vijaynagar Kings.

MISRIKOTI, a large village on the Hubli-Kalghatgi Road eight miles north-east of Kalghatgi, has a Friday market, a large fort and a black-stone temple of Rameshwar with an inscription.

MOTIBENNUR, on the Dharwar-Harihar Road about 12 miles north-east of Ranebennur, is a large village with a travellers' bungalow. It has now lost the importance it formerly had owing to its brisk trade in sandalwood. Close to it are some antiquarian remains.

MULGUND, about 12 miles south-west of Gadag, is an old town with several temples and inscriptions.

MUNDARGI, about 24 miles south-east of Gadag, lies at the base of a small hill on which stands a ruined fort. Its position on the Dharwar-Nizam frontier has helped it to grow into a large market-town.

NAREGAL, a large village about 14 miles north-east of Hangal has an old temple of Someshwar, a famous reservoir, having an area of 302 acres, a small temple of Basappa and several inscriptions.

NAREGAL, ten miles south-east of Ron, is an old town with a weekly Monday market, and a number of temples and inscriptions of the 12th century.

NARGUND, on the Hubli-Bijapur Road about 12 miles north of Navalgund, is an ill-built dirty town, having an old fort, an old chief's palace, and 2 temples. There is also a temple inside the fort. The Nurgund Brahmans are supposed to have a large collection of Sanskrit Mss. The last Chief had made a large collection of them.

NIDGUNDI, a small village 5 miles west of Bankapur, has five inscribed stones of the 9th century.

RANEBENNUR is a large town on the Poona-Harihar Road, with a weekly Sunday market. It is noted for the excellence of its cotton and silk fabrics which are largely exported to the neighbouring districts. It has a temple of Siddheshwar with an inscription and the tomb of Saint Hazar Jamalshah Walo.

RATTHALLI, about 10 miles south-east of Kod, is a large village with a ruined fort and a temple of Kadambeshwar built in the Jakhanacharya style with inscriptions varying from the 12th to the 16th century.

SATENHALLI, about 10 miles north-west of Kod. has a large temple of Ramling and smaller temples of Hanuman, Harihar, Kallappa and Narayan. Each has one or more inscriptions.

SAVDI, a small village five miles south-west of Ron, has a temple of Brahmadev and Narayander with an inscription. The roof of the first temple is supported on numerous carved pillars and its outer walls are adorned with paintings.

SHIGGAON, on the Poona-Harihar Road about 40 miles south-east of Dharwar, has a weekly market held on Wednesdays and two temples and ten inscriptions.

SHRINGERI, a village about six miles south-west of Hangal, has an old stone weir across the Dharma river, which forms the head works of an old canal seventeen miles long irrigating over 7,000 acres of garden land and feeding 89 old reservoirs. It is built of old stones brought from Hangal.

SORATUR, a large village about 10 miles south of Gadag, has three Shaivaite and one Jain temple. There are in the village 5 inscriptions of dates varying from 9th to the 12th centuries.

SUDI, about 9 miles north-east of Ron, has a fort, temples and inscriptions of the western Chalukya Kings of the 11th and 12th centuries.

SURIBAN in Ramdurg territory, about 12 miles north of Nargund, is noted as the place where in 1858 Mr. Manson, Political Agent of S. M. country was murdered by the Nurgund Chief.

TEGUR, about 15 miles north-west of Dharwar is a large village on the Belgaum-Dharwar Road, having a travellers' bungalow. It is chiefly remarkable for its iron industry. It has a temple inside and a den outside it.

UKUND, a small village about 5 miles west of Ranebennur, has a temple of Kalleshwar with an old Kanarese inscription-slab. There is also a copper plate grant in the possession of one of its inhabitants.

UNKAL, on the Poona-Harihar Road about 3 miles north of Hubli is a large village, having three temples, all said to have been built by Jakhanacharya, and a ruined fort.

YEMNUR, three miles south-west of Navalgund, is the scene of a large yearly fair in March-April attended by 20,000 to 100,000 people and held in honour of Raja Baghsavar a Mahomedan saint of Kulbarga in the Nizam's territory.

KANARA.

AGHNASHI, at the mouth of Tadri river about 3 miles south-east of Gokarn, is said to be one of the oldest Havig settlements in North Kanara. It has temples of Kameshwar and Ganpati.

ANJIDIV island, five miles south-west of Karwar and two miles from the main land, almost immediately opposite the village and port of Binghi, is a Portuguese settlement having a fort which has inside it, all convenience for the residence of troops.

ANKOLA, about 15 miles south-east of Karwar, has a post-office, an Anglo-vernacular school, a travellers' bungalow and a ruined fort. The fort contains an old stone temple of Rudreshwar or Koteswar. Outside it are several other well-built temples and a Catholic chapel.

ARBAIL GHAT, OR THE ARBAIL PASS, one of the two chief Kanara passes, is in the Arbail range of the Sahyadris, 12 miles south-west of Yellapur. It is about 3 miles long. At its head is Idgunji, 6 miles south of Yellapur, and at its foot the village Arbail with a travellers' bungalow.

BANAVASI lies on the extreme east frontier of the district about 13 miles south-east of Sirsi. It is a very ancient town on the Varda, surrounded by a wall. The chief object of interest there is the temple of Madhukeshvar said to have been built by Jakhanacharya. It is of considerable size and richly sculptured. In and near it are 12 inscriptions varying in date from about the 2nd to the 17th century A. D. Close to the temple are the remains of a palace of the Sonda Kings. It has also a Jain temple, a travellers' bungalow and a vernacular school.

BELIKERI, about 4 miles north of Ankola, is a small port and a favourite health-resort with a roomy bungalow and other buildings.

BHATKAL or **SUSAGADI**, the southernmost port of the Bombay Presidency, is a place of historical and archeological interest. There are 13 temples or Bastis built during the 15th and 16th centuries. Most of them are of superior workmanship.

About half a mile south-west of Bhatkal, on the way to Mundali, is a granite bridge over the creek, built about the 15th century by a Jain Princess who ruled over Bhatkal then.

BIDARKANNI, or **BEDKANI**, a village on the road from Bilgi to Siddapur, has to the south-east of it, at a distance of a $\frac{1}{4}$ th of a mile, 13 whole and 2 broken carved stones representing scenes of war, feasting and worship. There is also a Jain temple near them.

BILGI, five miles west of Siddapur, has a ruined fort and a palace. The chief object of interest is a Jain temple of Parasnath built in the southern or Dravidian style of which the Hoysāla Bakāl temples of Vishnu at Helebid or Dwarasamudra in West-Mysore are among the most perfect examples. It has two other temples, those of Virupaksha Mahadev and Hanuman.

DHARESHIVAR or **DORESHIVAR**, about 5 miles south-east of Kumta, has on a hill slope a temple of Mahadev said to be about 800 years old. There are four inscribed slabs in it and five Khund or holy pools round it. A yearly fair is held there at the Car festival.

DARSHINGUDDA, in the extreme north of the district, the highest point in North Kanara, rises about 3,000 feet above the sea-level, two miles to the north of Paldi and four to the north of Tinai. The top commands the finest mountain scenery in Kanara.

GANGAVALI, five miles north of Ankola, is a small port having a temple of Ganga where the image of Mahableshwar is brought from Gokarn on the Gangashtami day (Ashvin Vud 8th) and bathed in the river.

GERSAPPA or the Cashewnut town, is a small village on the Shiravati, about 16 miles east of Honavar. About $1\frac{1}{2}$ miles east are the ruins of Nagarbastikeri, the capital of the Gersappa Chiefs (1409-1610). The chief object of interest there is a cross-shaped

Chaturmukhi temple with four doors and a four-faced image. There are also five other temples in which are a few images and inscriptions.

The Gersappa falls, locally known as the Jog falls are 18 miles east of Gersappa. The breadth of the fall is 230 feet and the cliff over which it hurls itself, 830 feet high. The best time for a visit to it is the month of December. People generally go there in palanquins within 7 hours from Gersappa. These falls "eclipse every other in India and have few rivals in the world."

GOKARN is a famous place of pilgrimage about 10 miles north of Kumta. The temple of Mahableshwar is built of granite in the Dravidian style with a shrine and an outer hall. The great Shivratri fair is held from Magh Vud 10th to Falgun Sud 2nd. Besides the great temple, there are 20 smaller shrines, thirty *lings* and 30 holy pools.

GUDDHALLI PEAK, rises about 1,800 feet above the sea-level $3\frac{1}{2}$ miles south-east of Karwar with which it is joined by an easy forest path. It is the summer resort of the Europeans of Karwar.

HADVALLI, eleven miles north-east of Bhatkal has a Jain temple and several inscriptions and remains of old buildings.

HALDIPUR, five miles north of Honavar, has a rest-house, an Anglo-vernacular school, and a large number of Hindu temples.

HONAVAR, is a very old place of trade. It is about 2 miles from the coast at the mouth of the Gersappa river which with a dangerous bar and an entrance channel about 300 yards wide, widens into a lake about 5 miles long and $\frac{3}{4}$ to 2 miles broad. This town is noted for its sandalwood-carving. The chief objects of interest there are an old spur and a Portuguese warehouse.

About 2 miles north of it is Ramtirth with a temple of Ramling. The island of Basavrajdurg lies about 3 miles north-west of Honavar.

HOSUR village, about a mile west of Siddapur, has several carved stones and a small temple.

KALTIGUDDA HILL, 2,500 feet above the sea-level, ten miles north-east of Honavar and eleven miles south-east of Kumta, is the highest and the most central peak in the range that runs west through Honavar and ends within six miles of

Haldipur. Its climate being cool and pleasant it was used as a health-resort until this district was transferred to the Bombay Presidency. The country for about a mile at the foot of the hill is said to be covered with the remains of Hindu temples and houses.

KARWAR, the chief town of the district, dates only from the year 1862 when this district was transferred to the Bombay Presidency prior to which it was a fishing village. Its chief merit is its spacious harbour, the biggest among those on the west coast between Bombay and Colombo. The old village of Kadwad, about 3 miles from the mouth of the river, was a great trading port in the 16th century.

KODIBAG, about 2 miles north of Karwar, is the timber-store of that town. The work of arranging the great logs of wood in this store is done by elephants.

KUMTA, at the head of a little creek to the south of the Tadri river, is the chief port of the shipment of cotton from Bellary and Bombay Karnatik. It has a first class provincial bungalow and four rest-houses.

MAGOD FALLS, near the village of Magod, are about 20 miles south-west of Yellapur. The Bedti Gangavati forms there a picturesque water-fall leaping in a series of cascades over cliffs varying in height from one to two hundred feet and together about 800 feet high.

MUDGIRI, three miles north-east of Sadashivgad has a large and celebrated temple of Nagnath and is the head-quarters of the Kalavant or dancing girls. On the Car-festival day in Chitra a great fair is held near the temple.

MURDESHVAR, 13 miles south of Honavar, is a small port having near it about 30 Virgals or hero-stones and inscriptions.

SADASHIVGAD, a port on the north bank of the entrance of the Kalinadi about 3 miles north of Karwar, has an old fort built on the site of the old fort of Chitakul or Sindabur. Except the battlements and the part of the walls on the south, the whole is in fair repair. There are three out-works. Inside the Bala-Killa or the upper fort, are several old rusty guns and 2 bungalows.

SHIVESHVAR FORT, is a ruined stronghold to the north of Shiveshwar village about 4 miles north of Sadashivgad. It has a vernacular school and several small modern Shaiva temples.

SIRSI is an important centre of the pepper, cardamum and betel-nut trade of upland Kanara which go to Kumta by the Devimani Pass. The only object of interest there is an old fort now in ruins.

SONDA, a small town about 10 miles north of Sirsi, was the capital of a family of Hindu Chiefs. The objects of interest there are an old fort and a Jain, a Smarta and a Vaishnavite monastery. There is also an old gun 18 feet long with a six-inch bore. There are 3 inscriptions in the Jain monastery, and one each in the Smarta and Vaishnavite monasteries.

SUPA, a village beautifully situated at the junction of the Ujali and the Kali, has a vernacular school, a travellers' bungalow and a rest-house. On an island at the meeting of the rivers is a temple of Ramling.

UNOHHALI village, about 12 miles north-west of Siddapur, is noted for a beautiful cascade known as the Lushington falls.

ULVI, twenty miles south of Supa, is famous as the dying-place of Basava the founder of the Lingayat religion. It is a small village situate on the crest of the Rakshas a pass where the Kalinadi separates Yellapur from Supa. It is very difficult of access. Many old relics of temples, reservoirs, wells and water-courses point to Ulvi being at one time a place of importance. The chief object of interest there are the Gavi Math, the Virakta Math, the Budbud Talē or bubblewell, the Rudra Mandap, and the temple of Basveshvar where a yearly fair lasting for five days is held in February.

YAN OR BHAIKAVKSHETRA, about 15 miles north-east of Kumta and midway between Devimani and Vaddi passes, is a beautiful valley which is a noted place of pilgrimage having shrines of Māhadev and Parvati. It is approached by two steep and difficult foot-paths, one from Harita about 8 miles to the south and the other from the Vaddi pass about 3 miles to the north.

KOLABA.

AKSHI, three miles south of Alibag, is one of the chief garden villages in Kolaba. The lands of this village and those of Nagaon and Revdanda form a belt of gardens and palm groves stretching for 7 miles along the coast south of Alibag which supplies vegetables.

mangoes, lemons, pine-apples, plantains and betel-leaves to Bombay in the fair season. It has two temples, one of Kalkabhorva Dēvi and the other of Someshwar Mahadev. Near each of these is an inscribed stone.

ALIBAG, about 19 miles south of Bombay, has in the foreground, the sea-fort of Kolaba, with its temples, ruined palaces and trees, and behind the Kolis' huts, the Rāmdharan and the fort of Sāgargad. To the left of Rāmdharan is the wooded hill of Kan-keshwar. The town received its name from Ali a rich Musalman who built many wells and gardens in and near it about 236 years ago. The two best known wells are the Pimpal well near the Mamlatdar's office and the Ganpati well in front of Ganpati's temple. This town contains 5 Hindu temples and 2 rest-houses. The largest building there is the Hirākot to the east of an oval pond on the north-east side of the town. It has various buildings which are used as public offices. The Kolaba fort also contains numerous temples and palaces.

AVCHITGAD is a fortified hill about 3 miles from Roha on the northern side of the Kundlika river. The objects of interest therein are the tower to the north, the ruins of the Governor's residence, the Sadar Kacheri and a temple of Mahadev.

CHAUL or REVDANDA, on the sea-coast about 30 miles south of Bombay, is a very ancient place, dating under the name of Champavati from the time of the Mahabharata. Its history so far as it can be traced falls under four periods, namely, the old Hindu times, the Musalman times, the Portuguese times and the Maratha times. It is divided by a small creek into two distinct parts, the upper and the lower, or the Mahomedan and the Portuguese Cheul.

Among the Portuguese ruins are the Castle, the Cathedral, the Hospital, the Jesuit Monastery, the Church of the Augustinians, St. Bagbara's Tower, the Dominican Church and St. Xavier Chapel.

On the Hinglaj spur may be seen the Buddhist caves, the temples of Hinglaj and Dattatraya, a pond called Pokarn, a Mahomedan mosque, the Rajkot or Musalman citedal, the Mahalaxmi temple, Hindu hero-stones, the Jala Mandir, the Rameshwar temple, and Angria's tomb. The dancing-girls' palace is on the way to the Hinglaj.

DASGAON, on the road from Nagothna to Mahad, at a distance of 5 miles from the latter place, is a river-port touched during the fair season by a steam-launch running daily at tide-times between it and B́ankot. It has a rest-house and a travellers' bungalow. The Sov and Kondivti hot springs are in its neighbourhood.

DHARAMTAR OR **SABAJ** is a port on the right bank of the Amba river touched by the Dharamtar Line steamers of the B. S. N. Co., which carry the mail to the inland ports of the Kolaba district. It has a well-built wharf and near it a Local Board rest-house and a Hindu Hotel. It is from here that a road terminating at Mahableshwar and passing through Nagothna, Mangaon, Dasgaon, Mahad, Poladpur and Vada, starts.

GHOSALGAD FORT in Roha sub-division, is at a distance of 6 miles from Roha on the south. The chief ascent is on the northern side. After a small height is reached one meets with two temples, one of Bhawani and the other of Ganpati. The top is fortified by two parapet walls at the northern and southern edges. The fort is on the whole much in ruins.

KANKESHWAR, close to the sea in the extreme north-west of the district, is a long and even-topped hill about six miles south-east of Mandva and 8 miles north-east of Alibag. It is most easily climbed from the south-west. At the foot of the south-west spur a little to the east of the place where begins the pavement for ascent, is a temple of Dattatray. The temple of Kankeshwar and the Vishnu, Shiva and Brahma Kunds are at the other end of the pavement. The beginning of the paved way is marked by four stone-pillars. A little higher up are the two tombs known as Mohangiri and Balgiri. Somewhat still higher is "Nagob́a chá Tapṕa" or the cobra-seat. A few steps more a d comes "Gáymándi" or the "Cows' lap." Turning from this towards the north-east, one finds on a gentle slope the temple of Páleshwar, and beyond it on the right, Ramtirtha inside an arched doorway. A few paces still further up lead to a large stone-lined pond, with a parapet wall having on its north, east and south, several shrines and well-shaded rest-houses, and on the west the old richly-carved temple of Kankeshwar of about the same time as that of Ambarnath near Kalyan, (11th century after Christ). There are also other ponds near it. The hill-top presents a highly pleasant view of the surrounding country and is very healthy.

KUDA, a small village about 13 miles north-west of Mangaon and about 2 east of the north-east arm of the Rajpur creek, is remarkable for a group of 26 Buddhist caves and 11 cisterns cut in the side of a hill. They command an excellent view. Some of them contain such beautiful sculpture as is found at Karle and Kanheri. The oldest of them appears from the inscription to have been constructed in the 1st century after Christ.

LOHARA in the Mahad sub-division, 8 miles south of Mahad to the right of the Poladpur Road, has a small wooden temple of Mahadev on an old plinth, round which are several monumental pillars of battle-stones with sculptured panels on the faces as at Mathvad, five or six feet high. There is also a Sati stone.

MAHAD is a very old trade-centre, once known as Mahikavati. It has a navigable river with a well-built wharf, and is still a big trade-centre for the products of the southern and the central parts of the Presidency.

The Palé caves are about 1 mile to the north-west of this town and the Kol caves about a mile to the south-east.

PALE village, almost a suburb of Mahad on the north-west, is chiefly remarkable for a group of twenty-nine, some finished, some half-finished and some only commenced Buddhist caves of the 1st to the 2nd century A. D. on a hill-top close to the village at the height of about $\frac{3}{4}$ ths of a mile. The hill-top also commands an enjoyable scenery of the surrounding hills and ranges miles round and the plain below. It is believed that on the site of this village there was a big flourishing city about the 2nd century A. D.

Kol caves are about a mile south-east of Mahad in a hill behind the village Kol. There are two groups, all the caves wherein are unfinished. They seem to be the work of the 1st century A. D.

There is a third group of caves in a hill to the north-east of Mahad and a cell in a hill to the south on the Nagothna Road

MATHVAN, a small village about 5 miles east of Mahad, and one mile east of the Poladpur Road has, round a small modern temple of Mahadev on an old plinth eight or ten square battle-stones, none more than five feet high. All their four faces are covered with sculpture in panels or compartments.

NAGAON, a large coast-village 3 miles south-east of Alibag, has near it a large temple of Vankhanath built by Ahalyabai Holkar in 1790 and a temple of Bhimeshwar with an inscription of Shaka 1288.

NAGOTHNA on the Amba river, is prettily situated in a hollow surrounded by wooded hills. It is the starting-point for the road journey to Mangaon, Roha, Mahad and other inland places during the monsoon. There are a Dharmashala and a Hindu hotel at a short distance from the landing-place of the launch.

The chief object of interest there is an old Mahomedan bridge about half a mile to the south-west, said to have been built about the year 1580 by Kaji Allauddin of Cheul.

NIZAMPUR is a small town in Mangaon on the left bank of the Nizampur Kal about 8 miles north-east of Mangaon. There is inside the village a fine pond which was once adorned with a Hemadpanti temple. There are also some Paliya and Sati stones and two modern Hindu temples near it.

PEN is a rich town on the left bank of the Bhogawati creek. It is the centre of a considerable traffic between the Deccan and the sea-coast-towns. The lake which supplies water to it is at a distance $\frac{3}{4}$ ths of a mile to its east.

RAYGAD, the capital of Shivaji, is about 12 miles north of Mahad by the nearest route. The first six miles are easily passed but the remaining six extending along woods and dales and involving occasional ascents and descents, require thrice as much time as the former. The easiest ascent on the hill-top is *via* Wadi at a height of about a mile and a half from the village at the foot. From Wadi there are two routes, one somewhat steep and capable of being used only in the cool hours of the day, and the other circuitous and capable of being used at any time, being shaded mostly with the trees of what is known as Jijibai's garden. The first takes 3 hours to reach the top, and the latter $4\frac{1}{2}$ hours. On the top can be seen the tomb of a Musalman saint, numerous ponds, the relics of old palaces, the barracks, the Court-house and other office buildings, the mint, a temple of Mahadev, the tomb of Shivaji and of his dog, the magazines, pieces of old guns, etc. No such facilities as chairs or rickshaws are available in the village at the foot as at Pratapgad. Guides can be had with the help of the local officers.

RAMDHARAN hill in Alibag, about 5 miles north-east of the town, has a group of old rock-cut cisterns and cells. There are altogether 12 small openings, cisterns and cells, in a line facing the south-east.

SAGARGAD or **THE SEA FORT** in Alibag, six miles east of the town and six miles west of the Dharamtar landing-place, is situated on a spur about 1,200 feet above the level of the plain. The south tower of the citadel commands an excellent view of the neighbourhood all-round. The chief buildings there are two European bungalows, two other buildings, a small ruined chamber and a watch-tower. There are also 4 Hindu shrines and one Mahomedan tomb. The back wall of the rock has been cut into the beginnings of caves. There is also a big irregular cavern in which is the seat of a goddess.

SANKSHI FORT, lies within the limits of Nidivli village about 5 miles north-east of Pen. On the hill-top are several granaries and a tomb known as that of Budruddin built on the plinth of a Hemadpanti temple. There are also several stone-mouldings of rare design and workmanship.

SOV village, 2 miles west of Mahad and $2\frac{1}{2}$ east of Dasgaon has three hot-water springs. Their water is used for curing skin-diseases, dyspepsia and rheumatism.

TALAGAD or **TALE FORT** is a fortified hill about 11 miles north-west of Mangaon. It contains the ruins of several buildings and has a small temple of Mahadev. The town of Tāle which is at its foot contains the ruins of an old Hemadpanti temple, a Mahomedan mosque and 2 ponds.

WALAN KUND, famous for its sacred fish is a pool in the Kal river in a gorge below the village of Dapoli about 12 miles north-east of Mahad. It is unfathomable, the tape of 7 cots once joined together and dipped into it not having reached its bottom. It is full of fishes of great size. This pool is sacred to the goddess Wardhani.

JANJIRA.

DEVGAD or **HARESHVAR**, a snail village about 3 miles south of Shrivardhan is a port touched by the Jaigad Line steamers of the B. S. N. Co., during the fair season and is a Hindu place

of pilgrimage. It has a temple sacred to Kalbhairav. Temporary sheds are erected by the Company on the coast for the convenience of passengers and a Hindu eating-house is kept there by a Brahmin during the fair season. There is also a Mahomedan restaurant.

JANJIRA FORT lies on an island within the entrance of the Rajpuri creek, the main land being $\frac{1}{2}$ a mile distant to the east and the west. It contains the palace of the Sidi Chief, houses of Sardars, etc.

KHOKARI, a small village on the mainland opposite to the Janjira fortress, contains 3 massive stone tombs built in the Indo-Saracenic style.

MHASLA, at the head of the south branch of the Rajpuri creek, about 16 miles from the sea, is remarkable for its mosque said to have been built from the stones of a Hindu temple of Mahadev.. The stones and pillars afford enough evidence of this tradition.

MURUD, surrounded on three sides by the sea and a shallow creek stands on the coast about a mile north of Janjira. It is the chief administrative centre on the mainland and has a temple of Koteshtar Mahadev where a yearly fair is held on Chaitra Sud 14th (April).

PANCHAITAN BORLAI, about 6 miles south of Janjira is venerated by the Musalmans as containing the shrine dedicated to the five saints.

SHRIVARDHAN, a port about 12 miles south of Janjira touched by the Jaigad line steamers of the B. S. N. Co., during the fair season, is a trade-centre, the chief article being betel-nuts. It or rather Hareshar 3 miles to the south is the birth-place of the first Peshwa Balaji Vishwanath.

RATNAGIRI.

ADIVIA, a small village 12 miles west of Rajapur, has a temple of Mahakali where a fair is held in the first half of the month of Ashvin (October-November).

ANJANVEL, a village with an old fort lies, on the south shore of the entrance to the Vishisthi or Dabhol river. Near it is an ancient temple of Talkeshwar. The fort called Gopalgad is at a distance of half-a-mile from this village.

BANKOT OR FORT VICTORIA, on the south bank of the Savitri river, is next to Bombay the oldest British possession in Western India. It is the starting-point of the steam launch of the B. S. N. Co., carrying passengers from Hareshwar to places inland on the Savitri river. It has no other kind of importance. The fort is all in ruins. There are also the remains of old European buildings, gardens and tombs and a travellers' bungalow on the hill overlooking the entrance to the harbour.

BHARATGAD, on the south shore of the Kalavati creek on a hill commanding the Malwan village of Masna, has very massive walls and at the opposite ends of a diagonal running north and south two outstanding round towers. Within the citadel is a square watch-tower reached by steps. Close to the north tower is a small temple and near it a great well cut through solid rock.

CHIPLUN on the south bank of the Vasishti river about 25 miles from the sea, and near the entrance of the Kumbharli pass, one of the earliest route from the Deccan, is a great trade-centre. The chief articles coming from the Deccan are cotton, molasses, clarified butter, oil, grains, turmeric and chillies, and those coming from Bombay are piece-goods, metals and other miscellaneous articles. The making of coarse house-hold pottery and leather-covered baskets called Petaras are the only industries of importance in this town.

About a quarter of a mile south of the town is a series of rock temples with a Buddhist shrine in the chief hall and a deep pond near by. Three stages on the road from Chiplun to Karad is another series of Buddhist caves consisting of a room with a shrine and a Shala with a raised seat and three recesses.

On a detached hill commanding the creek encircled by other hills is the fort of Govalkot at the top whereof is a fine reservoir.

There is a legend that Parshuram who reclaimed Konkan adorned Chiplun with sixty ponds and sixty gardens. Of these only eight reservoirs have been left. The only pond of any size now extant is the Ramtirth

DABHOL lies 6 miles from the sea at the foot of the hills on the north bank of the Vashishti river. Passengers for Chiplun, Anjanvel and other places land here from the steamers. There is a floating platform raised on boats for landing and some old cells attached to the wall of a mosque serve as rest-houses. Dabhol is believed to

have been once a place of importance. An under-ground temple of Chandikadevi is said to be of the same age as the Badami rock temples (A. D. 550-578).

Close to the sea, almost buried in cocoanut trees, is a handsome mosque with minarets and a dome. In front of the mosque, in the centre of a stone terrace are a well and a fountain.

DAPOLI stands on an open plain about 8 miles south-east of Harnai Bundar. Its climate is cool and healthy throughout the year. There is also a good water-supply. The camp or cantonment was formed out of the lands of Dapoli, Gimhavna, Joglu, and Jalgaon. It was broken up in 1857. Besides the Mamlatdar's and Police offices, it has a Sub-Judge's court, a Civil Hospital, a Native Library, a Roman Catholic Chapel, a post office, a vernacular school, a large rest-house, an old English Church, and old dwellings of former European residents.

DEVGAD lying on a flat rocky peninsula about 12 miles south of Viziadurg, has a safe and beautiful land-locked harbour but on account of its inconvenient position it has little trade. There are two old forts on the north and the south ends of the hills between the harbour and the sea, joined by 3 or 4 round towers but of these only that on the south end has remained.

DEVBUKH stands on an open plain about 12 miles south of Sangameshwar between the Kundi and the Amba passes below the fort of Mahipatgad in the Sahyadri range. It is healthy, well-wooded and picturesque.

DHAMAPUR, a large village in Malwan on the Karli creek, 10 miles east of Malwan, is chiefly interesting for a lake which waters a large tract of territory. On the southern side bounded by hills is a solid embankment said to be 286 years old and on its level-top a temple of Bhagwati and other minor buildings. A small yearly fair is held there in the month of Chaitra (March-April). This village has a post office and a vernacular school.

GOVALKOTE, the landing-place for Chiplun which is 3 miles from it, has a customs office, a rest-house and the remains of an old fort.

GUHAGAR, a large village 6 miles south of Anjanwel, was known to the Portuguese as "the Bay of the Brahmans." The second

Bajirao Peshwa built a palace on the cliff to the south of this village. It is now in ruins. It has also several temples.

HARNAI is a port touched by the B. S. N. Co.'s steamers of the Jaigad Line and is connected with Dapoli and Khed by a third class cart-road. The chief objects of interest there are the well-known fortress of Suvarnadurg or Janjira, and the smaller forts of Kanakdurg, Fatehgad and Gova. Of these, the second and the third are in ruins but the fourth is in fair repair and has inside it temples of Eknath, Murlidhar and Kumeswar, and the first, the most striking of the Ratnagiri forts, is situate on a low irregular island about a quarter of a mile from the shore and has in it several reservoirs, a small step-well, foundations of old palaces and fifty-six unserviceable guns.

JAYGAD, on the south shore of the entrance to the river Shastri, is a port which is the southern terminus of the Jaygad Line of steamers of the B. S. N. Co. It has a post office and a Customs office. The climate is healthy and the water-supply excellent. The fort of Jaygad lies close to the shore on a gently-rising ground. The fortifications are in good repair and the water-supply inside them is excellent. To the west of the fort, protected by extensive outworks, is the temple of Karteshwar Mahadev.

JAYTAPUR is the outlet for the sea-traffic from Rajapur and the place of call for coast-line steamers thrice a week. It has a sea-customs office, a post office and a vernacular school.

On the north bank of the river on the opposite side of the estuary lies the old ruined fort of Yeshwantgad.

KANKESHWAR, a small village in Dergad, is chiefly noted for its temple of Mahadev of the same name where a yearly fair is held on the last day of Magh (February-March).

KELSHI, on the river of the same name, 3 miles south-east of Bankot, has two temples, one dedicated to Durga and another to Ram, where a yearly fair is held in Chaitra (March-April).

KHARIPATAN, a town in the Dergad sub-division about 25 miles up the Viziadurg river, has remains which point to its having been once a large Musalman town. Its chief trade lies in salt and fish. On a small hill overlooking the town is a ruined fort. There is a small Karnatak Jain population in and a Jain temple, said to be the only one in South Konkan, in the middle of, the present town.

KHED, at the head of the Jagbudi river, is connected with Harnai port through Dapoli. It has a pond and on its banks a large rest-house.

On the side of a low-hill to the east of the town are 3 small rock-temples. None of them has any architectural beauty.

LANJE in the Rajapur sub-division between Satavli and Vishalgad, though now of little consequence, is said to have once been a large Municipal town. It is connected by roads with Rajapur and Ratnagiri which are respectively 19 and 22 miles distant. It has a good name for Vhànās (sandals). In this town is the grave of a Mahomedan Fakir where a yearly fair is held in Magh (February-March).

MAOHAL, a lofty hill a few miles south of the Ratnagiri-Kolhapur Road through the Amba pass, is only remarkable for a cave on its western side which is believed to have been inhabited in the previous cycle by the famous sage Muchkund.

MAHIPATGAD, about 12 miles from Khed facing the Hot-Lot pass and Makrandgad, stands at the head of a high spur which is crowned by two other forts, Sumargad and Rasalgad. The hill-top is a table-land of 120 acres with no surrounding wall but with well-built battlements and gateways in six places where the approach is easy.

At the entrance of the South or the Khed gate is the foundation only of a temple of Maruti and Ganpati. Further on is a stone-house and a strongly-built temple of Pareshvar Mahadev. In the temple enclosure are two ponds and on their banks some engraved stones.

MALWAN, is a sea-port chiefly remarkable for the forts of Sindhudurg, Shivaji's coast-capital, and Padmagad. It has a considerable trade in cocoa nuts, their oil, and salt which is prepared there, betel-nuts, coir and plaited palm leaves. The water-supply is ample and generally good. Inside Sindhudurg which stands on a low island about a mile from the shore, there is a temple of Shivaji. Besides the two island forts above-mentioned there are other mainland forts named Rajkot and Sarjikot. Inside the town are several Hindu temples.

NEVRA, at the mouth of the Nevra creek about 10 miles north of Ratnagiri, has a temple of Ganapati with a large rest-house and other buildings. Fairs are held there thrice a year.

PEDHE OR PARASHURAM, a village on the north bank of the Vashishti river opposite Chiplun, is celebrated as the seat of Parashuram, the reclamer of Konkan and as the traditional birth-place of Chitpawan Brahmins. Here are a temple of Parashuram and two smaller buildings and a reservoir called Ban Ganga. An yearly fair is held there on Vaishakh Sud 3rd (April-May).

RAJAPUR is built on a slope rising from the water's edge at the head of a tidal creek about 30 miles south-east of Ratnagiri. It is the oldest-looking and the best-preserved town in the Konkan. The two great buildings in it are the English and the French Factories. It is the only port-town with which Arab boats still trade directly. The town is supplied with water by means of pipes. In the middle of the town there is a temple of Vithoba where a fair is held in Ashad and Kartik (June-July and October-November).

There is a hot-spring at the foot of a hill about a mile from the town whose water is used as a medicine for curing skin diseases and rheumatism.

About a mile from this spring is another in which which water appears and disappears suddenly. It is held in great reverence.

RAMMGAD FORT, on a hill within the limits of Belebudruk village in Malwan, is a citadel provided with gateways and has inside the fort a tower, a commandant's house and a small interesting ruined temple.

RASALGAD FORT in Khed, is approached by an easy ascent which begins on the west and is about 3 miles from the village Mandwa. It has a massive gateway on the north guarded by a tower and high battlements. Further up about 80 yards inside there is a similar gateway and still further south there is a temple with some rich wooden carving.

RATNAGIRI, the head-quarters of the district was till 1819 only a large village with little previous history. It was subsequent to its selection in that year provided with all the necessary conveniences of a modern town. Its position is picturesque but it has nothing of interest except its fort, a partly Musalman and partly Maratha structure.

SANGAMESHVAR is a town on the Shastri river about 20 miles from the coast. It being the meeting place of the Alaknanda and the Varuna, is a place of some sanctity and of high antiquity. According to the Sahyadri Khand, its original name was Ramakshetra and had temples built by Parashuram. In about the 7th Century, Karna a Chalukya king, made this his head-quarters and founding a city built a fortress, temples and palaces. One of the temples, that of Karneshwar still remains. It was the seat of a Bijapur governor also for some time. It was here that Sambhaji was captured by Aurangzeb during a drunken revel.

Two miles up the river at a place called Kasba, are several interesting temples, the chief of which is that of Karneshwar. At the confluence of the rivers are several ponds the principal of which is the Dhuta Papa, the cleanser of sins. A fair is held there every year on Magh Vud 30th (February-March).

VELNESHVAR, a village in Chiplun on the coast about 6 miles north of the Shastri river's mouth, is a place of pilgrimage for the Hindus where a large yearly fair is held on the Mahashivratri day (February-March).

VENGURLA lies 200 feet above the sea-level, about a mile east of the mouth of a swampy creek. The site is picturesque, being adorned by jack, cashewnut, cocoa-nut and mango trees. It is the chief port for the products of the S. M. country, and among the Konkan ports, it is next to Bombay. Troops pass to and from that country through Vengurla. Water is supplied to this town by pipes connected with a pond about $\frac{3}{4}$ ths of a mile to the north-west of the market, which is a stone-building with a clock tower. There is a Native Library.

VIJAYDURG or **GHERIA** lies on the south shore of the entrance to the Vaghotan river. It has one of the best harbours on the western coast and is entirely safe in all the seasons. The village is small and poorly-built, and its population is mostly Mahomedan. The only industry is that of bison-horn ornaments which are of admirable workmanship. It has a sea-customs office, a post office, and a vernacular school. In the fort are two buildings for the use of travellers and a large Government shed used as a grain depot.

APPENDIX.

Extracts from the Table of Distances.

BOMBAY.

From	To	Distance in miles.
Carnac Bundar	Church Gate Station	2
"	Victoria Terminus	1
Grant Road Station	Government House	2
"	Victoria Terminus	2
Parel Laboratory	"	4
Prince's Dock	Church Gate Station	2
"	Colaba Station	3
"	Grant Road Station	2
"	Victoria Terminus	11
Victoria Terminus	Church Gate Station	13
"	Secretariat	12
Bombay	Thana	21

AHMEDABAD.

Ahmedabad Station	Ahmedabad Town	11
"	Ahmedabad Camp	3 $\frac{1}{2}$
Ahmedabad Town	Dholka	23
"	Modasa	62
"	Sarkhej	6
"	Shahibag	23 $\frac{1}{4}$
Bhavnagar	Gogha	12
Dhandhuka	Dholera	17
"	Ranpur	18
"	Dholka	37
Dholka Station	Dholka Town	3 $\frac{1}{4}$
Sanand Station	"	2 $\frac{1}{4}$
Sanand	Dholka	19
Viramgaum Station	Viramgam Town	1

BROACH.

Amod	Broach	24
"	Jambusar	5 $\frac{1}{8}$
"	Wagra	10

From	To	Distance in miles.
Ankleshwar	Broach	6
"	Hansot	18½
Ankleshwar Station	Ankleshwar Town	1
Broach	Broach	1
"	Jambusar	80
"	Wagra	15
Jambusar	"	17½

KAIRA.

Agas Station	Borsad	7½
Anand	"	12
"	Matar	28½
"	Petlad	12½
Borsad	Matar	35½
"	Nadiad	22
"	Vasad	11½
Dakor	Kapadvanj	20½
Dakor Station	Dakor Town	1
Kaira	Mehemdabad	7½
"	Kapadvanj	35½
"	Matar	3
"	Matar (when river unford- able).	7½
"	Nadiad	13
Kapadvanj	Mehemdabad	26½
"	Nadiad	27
"	Umreth	23
Lasundra	Thasra	9½
Matar	Nadiad	13
"	Mehemdabad	10½
Umreth	Dakor	4½

PANCH MAHALS.

Bodeli Station	Shivraj Mines	17
Champaner	"	9
Champaner Road	Champaner Town	20
Derol Station	Derol Town	1½
Dohad	Godhra	44½
" Station	Dohad Town	1
" "	Jhalod	22

From	To	Distance in miles.
Godhra Station	Godhra Town	3 $\frac{1}{2}$
Halol	Halol	7 $\frac{1}{2}$
Goyagate	Baroda	1 $\frac{1}{2}$
Lunawada	Lunawada Town	1 $\frac{1}{2}$
Shivrajpur	Shivrajpur Mines	1

SURAT.

Athwa Farm	Surat Station	4
Bulsar Station	Bulsar Town	1
Bardoli	Valod	11
Bilimora Station	Bilimora Town	1 $\frac{1}{2}$
"	Chikhli	6
Dharampore	Ransda	21
Hansot	Sayan	3
Jalalpore	Navsari Station	1
Mandvi Station	Valod	8
Olpad	Sayan	9
"	Surat	12
Pardi Station	Pardi Town	2 $\frac{1}{2}$
Sachin	Sachin Town	1
Surat	Bhimpore and Dumas	10 $\frac{1}{2}$
"	Bhagwa Dandi Light House at Vaux's Tomb.	17
"	Sachin	11
"	Varahha Water Works	5
Surat Station	Hajira by river	19
"	Hajira by road	16

THANA.

Agashi	Virar Station	3 $\frac{1}{2}$
Andheri	Versova	8 $\frac{1}{2}$
Arnala Fort	Virar Station	5
Arnala Island	"	6 $\frac{1}{2}$
Bandra	Pali Hill	2
Bandra Station	Bandra Town	1 $\frac{1}{2}$
Bassein Road Station	Bassein Town	4 $\frac{1}{2}$
"	" Fort	5
"	" Gardens	1 $\frac{1}{2}$
Bhiwandi	Kalyan Station	7 $\frac{1}{2}$

From	To	Distance in miles
Bhiwandi	Wada	25 $\frac{3}{4}$
Borivli Station	Ghorbunder	5 $\frac{1}{2}$
"	Kanchi Hills	4
"	Mandapeshwar	1
Dahanu Road Station	Dahanu Town	2
Kalyan	Murbad	19 $\frac{1}{2}$
"	Panvel	21
"	Wada	32 $\frac{1}{2}$
"	Vajreshwari	23 $\frac{1}{2}$
" Station	Kalyan Town	1
Kurla	Kurla Town	$\frac{1}{2}$
"	E. H. A. Dye Works	3
"	Leper Home	4
"	Panvel	15 $\frac{1}{2}$
Mumbra Station	Sopara village	1 $\frac{1}{2}$
Nalla Sopara	Matheran	7 $\frac{1}{2}$
Neral Station	Kelwa Mahim	8 $\frac{1}{2}$
Palghar Station	Sanjan Town	1
Sanjan Station	Asangaon Station	1 $\frac{7}{8}$
Shahapur	Panvel	20
Thana	Parsik	1 $\frac{1}{2}$
"	S. Pauling & Co.'s Boring	
"	Works at Kelwa	2 $\frac{1}{2}$
"	G. I. P. Railway Dam Works	3 $\frac{1}{2}$
" Station	Thana Town	1
Umbargaon Road Station	Umbargaon Town	4 $\frac{1}{2}$

AHMEDNAGAR.

Ahmednagar	Akola	68
"	Behist Bag	3 $\frac{1}{2}$
"	Jamkhed	47
"	Newasa	37
"	Parner	25
"	Pathardi	32
"	Rahuri	23
"	Sangamner	59
"	Shevgaon	42
"	Sirur	33
" Station	Ahmednagar Camp	3 $\frac{1}{2}$
"	" Town	2
"	Belapur Station	46
"	Sangamner	14

From	To	Distance in miles.
Belapur	... Sangamner	32
Diksal Station	... Karjat	24
Jamkhed	... "	28
Jeur Station	... Karmala	11
Karjat	... Shrigonda	28
Kopergaon Station	... Kopergaon Town	3½
"	... Sangamner	32
Newasa	... Pravara Sangam	10
"	... Shevgaon	25½
Parner	... Sarola Station	15½
Pimpri Station	... Shrigonda	4
Rahuri	... Sangamner	38
" Station	... Rahuri Town	2½
Sangamner	... Nasik	36
"	... Sinnar	25

KHANDHSH EAST & WEST.

Amalner	... Chopda	23
"	... Dharangaon (Erandol Road)	14
"	... Dhulia	36
"	... Jalgaon	34
"	... Parola	12
"	... Yawal	48
Bhadgaon	... Dhulia	36
"	... Pachora	8
"	... Parola	19
Bhusawal Station	... Yawal	11½
Bodwad Station	... Edalabad	12
Chalisgaon	... Dhulia	34
"	... Shahada	36
" Station	... Chalisgaon Town	3¼
"	... Nandurbar	90
Chopda	... Erandol Road Station	20
"	... Shirpur via Dahiwar	38
Dharangaon	... Erandol	6
"	... Jalgaon	20
Dhulia	... Dondaicha	35
"	... Erandol	37
"	... Parola	24
"	... Sakri	32
"	... Shirpur	33
"	... Sindkheda	28

From	To	Distance in miles.
Dhulia	... Taloda	20
Jalgaon	... Yawal	14
" Station	... Jalgaon Town	1½
Nandurbar	... Taloda	14
"	... Shahada	20½
Nardana Station	... Shirpur	14
Navapur	... Navapur Town	½
Ranala	... Ranala Town	2
Raver	... Raver Town	2
Sindkheda Station	... Sindkheda Town	2½

NASIK.

Chamberlain Hill	... Nasik	5
Chandor	... Lasalgaon	12
"	... Satana	25½
Deviali	... Nasik	5
" Camp	... Deviali Station	3½
Dindori	... Nasik	15
"	... Peint	28
Kalwan	... Lasalgaon	29
Lasalgaon Station	... "	1
Malegaon	... Manmad Station	24
"	... Nandgaon "	20½
"	... Naydongri	33
"	... Satana	24
" Camp	... Malegaon Town	2
Manmad	... Niphad	27
"	... Satana	44
"	... Jalgaon	12
Nasik	... Chandor	40
" Station	... Nasik Town	5½
"	... Peint	34
"	... Sanganner	33
"	... Sinner	18
Niphad Station	... Niphad Town	2
"	... Pimpalgaon	11
Satana	... Kalwan	21
Sinner	... Niphad	30
"	... Yeola	34
Yeola Station	... Yeola Town	1

POONA.

From	To	Distance in miles.
Agricultural Farm ...	Poona Station ...	2 $\frac{3}{4}$
Aundh ...	" " ...	5 $\frac{1}{4}$
Baramati ...	Crushing Station ...	5
Dhond Station ...	Dhond Town ...	1
Diksal " ...	Indapur ...	23 $\frac{1}{2}$
Ganeshkhind Botanical Gar- dens ...	Ghorpadi Soldiers' Garden..	7 $\frac{3}{8}$
Indapur ...	Powalwadi Station ...	13
Junnar ...	Talegaon Station ...	52
Khandala ...	Poona ...	41 $\frac{1}{2}$
Khed ...	Talegaon Station ...	19
" " Dhamdhera ...	" " ...	31
Khedgaon Station ...	Sirur ...	27
Kirkee " ...	Ganeshkhind ...	21 $\frac{1}{2}$
" " ...	K. Cantonment ...	3 $\frac{1}{4}$
Patas Station ...	Patas Town ...	3
Poona " ...	Bhor ...	38 $\frac{1}{2}$
" ...	Saswad ...	20
" ...	Sinhagad ...	17
" ...	Sirur ...	42
" ...	Talegaon Dhamdhera ...	24 $\frac{1}{2}$
" ...	Satara ...	69
" ...	Panchgani ...	63
" ...	Patan ...	107
" ...	Wai ...	54
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" ...	Kirkee Arsenal ...	10
" Station ...	Council Hall ...	3 $\frac{1}{2}$
" " ...	Ganeshkhind ...	4 $\frac{1}{2}$
" " ...	Poona Silk Mill ...	1
Saswad " Road ...	Saswad ...	11 $\frac{1}{2}$
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SATARA.

Ashta Islampur	...	13
"	... Tasgaon	...	18
Aundh	... Rahimatpur	...	10 $\frac{1}{2}$

From	To	Distance in miles.
Aundh	... Satara	18
Dahiwadi	... Khatav <i>via</i> Pusegaon	23
"	... Koregaon Station	27½
"	... Satara	39
"	... Vita	34
Islampur	... Karad	19
"	... Kolhapur	30
"	... Sangli	26
"	... Satara	50
"	... Shirala	11
"	... Takari Station	9½
"	... Tasgaon	29
Kadegaon	... Vita	14
Kadepur	... Karad	14
"	... Vita	12
"	... Kadegaon	2
Karad	... Khatav	48
"	... Masur	9
"	... Patan	22
"	... Shirala	26
"	... Vita	26
" Station	... Karad Town	3½
Kasegaon Bungalow	... Islampur	8
Khandala	... Satara	30
"	... Lonand Station	13
"	... Wai	16
Khatav	... Koregaon Station	17
"	... Rahimatpur "	17
"	... Satara	27
"	... Vaduj	8
Koregaon Station	... Koregaon Town	½
"	... Satara	11½
"	... Poona	80
Kundal Road Station	... Vita	18
Mahableshwar	... Medha	18
"	... Ambenali	10½
"	... Panchgani	12
"	... Satara <i>via</i> Medha	33
"	... " <i>via</i> Wai	41
"	... Wai	20
"	... Wathar Station	39½
Masur Station	... Masur Town	1
"	... Patan	20
Mayni	... Pusesavli	18½

From	To	Distance in miles.
Mayni	... Vita	12
Nagaj	... "	32
Nimni	... Tasgaon	3
Panchgani	... Wathar	27
Patan	... Satara via Malhar Peth	35
Rahimatpur Station	... Rahimatpur Town	2½
	... Vaduj	18
Satara Town	... Satara Road Station	10½
"	... Poona	69
"	... Tasgaon	65
"	... Vita via Rahimatpur	53
Tasgaon	... Pusesavli	20
"	... Chikodi	42
"	... Gokak	72
"	... Tasgaon Road Station	0
	... Bhilavdi	6½
"	... Palus	10
Vita	... Devrukh	126
"	... Tasgaon	18
"	... Vaduj	25
Vaduj	... Koregaon Station	23
Wai	... Joshi's Well	7
"	... Khandala	16
"	... Wathar Station	10½

SHOLAPUR.

Akluj	... Pandharpur	27
"	... Sangola	35½
Barsi Station	... Barsi Town	1
Jeur	... Karmala	11
Madha	... Madha Town	2
Malsiras	... Pandharpur	32
Pandharpur Station	... " Town	1
Sholapur	... Sangola	20½
"	... Karmala	78½
" Station	... Muddebihal	80
"	... Cantonment	1
"	... Sholapur Town	1

BELGAUM.

From	To	Distance in miles.
Athni	Shedbal Station	21
"	Chikodi Road Station	15
"	Gokak	18
"	Kudchi Station	16
Bail-Hongal	Saundatti	20
Belgaum	Bail-Hongal	27
"	Chikodi	43
"	Dharwar	48½
"	Hukeri	57
"	Muddebihal	123
"	Murgod	30½
"	Sampgaon	21
"	Saundatti	47
"	Yellapur	79
"	Sawantwadi	62
"	Vaijnath Hills	11½
" Station	Dak Bungalow	1½
"	Chandgad	25½
Chikodi	Hukeri	45
"	Khanapur	62
"	Nipani	15
"	Tasgaon	42
" Road Station	Chikodi Town	16½
Gokak	Hukeri	18½
"	Khanapur	92
"	Tasgaon	72
" Road Station	Gokak Town	9
Hukeri Road Station	Hukeri	12
" Town	Tasgaon	57
Khanapur Station	Khanapur Town	1
Kolhapur	Sangli	30
"	Miraj	33
Laxmeshwar	Gadgeri Station	6
Murgod	Bail-Hongal	8
Sangli Station	Sangli Town	2
"	Ratnagiri	113

BIJAPUR.

Alimatti Station	Muddebihal	17
Badami	Badami Town	3

From	To	Distance in miles.
Bagalkot	Hungund	29
Bagalkot Station	Bagalkot Town	1
Bagewadi	Telgi Station	12
Bijapur	Bhutnal Tank	5½
"	Bagewadi	26
"	Sindgi	37
Bijapur Station	Bijapur Town	1½
Hungund	Bagalkot	28½
Indi Station	Indi Town	3½
Kolhar	Bilgi	10½
"	Telgi Station	10
Muddebihal	Hungund	19½
"	Sholapur	80
"	Telgi Railway Station	36

DHARWAR.

Annigeri	Annigeri Town	1
"	Nargund	23
"	Nargund <i>via</i> Malapur Station	17
"	Navalgund	11
Castle Rock	Tinai Ghat	8
Dharwar	Durgadkeri Hills	14½
"	Gadag (by rail)	49
"	" (by road)	46
"	" (<i>via</i> Hubli)	48
"	Haliyal	22
"	Hubli	12
"	Kalghatgi	21
"	Navalgund	29
"	Saundatti	23
"	Shiggaon	39
Dharwar Station	Dharwar Fort	1½
"	Hubli	12
Dharwar	Saundatti	23
Gadag	Gadag Farm	1
"	Haveri	81
"	Mulgund	13
"	Navalgund	24
"	Ron	25
" Station	Gadag Farm	3
"	" Town	1½
Haliyal	Hubli	5½

From	To	Distance in miles.
Hangad	Haveri	23
"	Sirsi	25
Haveri Station	Haveri Town	3
Haveri	Kumta	83½
Hirkerur	Byadgi Station	21
"	Ranebennur	24
Hubli	Dharwar	9
"	Yellapur	42
" Station	Hubli Town	1
"	Mundgund	29½
Karajgi Station	Karajgi Town	8
Kumta	Hubli	104
"	Marmagao	77
Mundargi	Gadag	24
Nargund	Hubli	32
"	Navalgund	12
Ranebennur Station	Ranebennur Town	1
Ron	Mallapur	9
Shiggaon	Hangad	21
"	Yelvigi Station	16
Yelvigi Station	Savanur	7

KANARA.

Ankola	Honawar	32
"	Karwar	21
"	Kumta	21
"	Dharwar	91
"	Sirsi	72
Bhatkal	Bhatkal Bundar	3
"	Karwar	77½
"	Sirsi	72
Gersappa	Honawar (by creek)	18
"	Siddapur	27
Haliyal	Sirsi	60
"	Supa	23½
"	Yellapur	30
Honawar	Karwar	58
"	Kumta (by coast road)	12
"	Upponi	12
"	Siddapur	45
"	Sirsi <i>via</i> Kumta	51
Kargi Station	Sirsi	51

From	To	Distance in miles.
Karwar	... Dharwar	106
"	... Gokarn	34
"	... Kumta	48
"	... Madgaon	44
"	... Marmagao <i>via</i> Margao	62
"	... Sirsi	72
	... Supa	59
	... Yellapur	60
Karwar Post Office	... Karwar Bundar	1
"	... Margao Station	45
"	... Mundgod	85
"	... Nagargali Station	75
"	... Siddapur	81
	... Sirsi	60
Kumta	... Kumta Bunder	1
"	... Sirsi	38
Mundgod	... Yellapur	25
Siddapur	... Haveri	69
Sirsi	... Gokarn	49
"	... Siddapur	24
"	... Yellapur	31
"	... Hubli	27
"	... Haveri Station	46.5

KOLABA.

Alibag	... Campoli or Khopoli	39
"	... Cheul	6
"	... Dharamtar	13
"	... Kihim	64
"	... Mahad	69
"	... Nagothna	28
"	... Panvel <i>via</i> Pen	39
"	... Panvel <i>via</i> Uran	35
"	... Pen	184
"	... Revdanda	104
"	... Roha	33
"	... Uran	20
Bankot	... Veshvi	2
"	... Dasgaon	27
Bhor	... Mahad	32
Campoli	... Birwadi	32
	... Khandala	51

From	To	Distance in miles.
Dasgaon	... Mahad	5
Dharamtar	... Nagothna	15
"	... Pen	5
Dinch Railway Station	... Panvel	18
Goregaon	... Mahad	11 $\frac{1}{2}$
"	... Mangaon	7 $\frac{1}{2}$
Indapur	... Alibag	47 $\frac{1}{2}$
"	... Dasgaon	18
"	... Mahad	23
"	... Mangaon	6
"	... Roha	16
Kalyan	... Panvel	23
Karjat	... Vaijnath	8 $\frac{3}{4}$
Khalapur	... Khopoli Station	4
Kineshwar	... Mahableshwar	18
Kolad	... Mahad	30
"	... Mangaon	14
"	... Nagothna	11
"	... Poona	95 $\frac{1}{2}$
"	... Roha	7 $\frac{1}{2}$
Mahad	... Birwadi	6
"	... Bombay	94
"	... Hareshwar	33
"	... Mangaon	17
"	... Nagothna	41
"	... Poladpur	10
"	... Roha	37
"	... Indapur	32
Mangaon	... Dasgaon	12
"	... Nizampur	6 $\frac{1}{2}$
Nagothna	... Pen	20
"	... Poona	84 $\frac{1}{4}$
"	... Roha	18
Panvel	... Khopoli	23
"	... Karjat	28
"	... Pen	21 $\frac{1}{2}$
"	... Thana	20
"	... Ulwa	6
"	... Uran	15
Roha	... Revdanda	24
Uran	... Karjat	3

RATNAGARI.

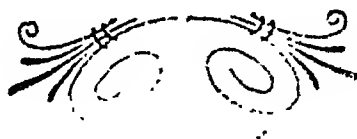
From	To	Distance in miles.
Anjarla	... Dapoli	11½
Chiplun	... Dabhol	27
"	... Dapoli	35
"	... Govalkote	3
"	... Guhagar	27
"	... Sangameshwar	30
"	... Shirgaon	10
"	... Khed	20
Dabhol	... Anjanwel	2
"	... Guhagar	8
"	... Khed	17
"	... Pen	111
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"	... Dabhol	59
"	... via Pati and	41
"	... Sakharpa	10
"	... Ratnagiri	6
"	... Sangameshwar	39
Fungus	... "	3
Kharepatan	... Devgad	24
"	... Nandgaon	25
"	... Vijaydurg	93
Khed	... Harnai	1
Malwan	... Belgaum	31
Malwan Bunder	... Malwan Town	60
Miraj	... Kolahpur	82
Ratnagari	... Chiplun	118
"	... Kolahpur	30
"	... Miraj	113
"	... Sangameshwar	1½
"	... Sangli	82
Ratnagiri Bundar	... Ratnagiri Town	17
Sawantwadi	... Belgaum	2
"	... Vengurla	170
Vengurla Bundar	... Vengurla Town	
Vijaydurg	... Bombay	

BARODA.

From	To	Distance in miles.
Baroda	... Dabka	... 18
Baroda Station	... Baroda Camp	... 14
Baroda Residency	... Goya Gate Station	... 3
Chandod	... Nandod	... 13
"	... Rajpipla	... 16
Chandod Station	... Chandod Town	... 4

KATHIWAR.

Amreli	... Dhari	... 25
Bhavnagar	... Gogho	... 12
Bhavnagar Station	... Bhavnagar Town	... 1
Jamnagar	... Rajkot	... 56
Jetalsar Station	... Jetalsar Town	... 14
"	... Rajkot	... 18
Lathi Station	... Lathi Town	... 1
Rajkot	... Vakaner	... 24
Rajkot Station	... Rajkot Town	... 1
Ranpur Station	... Ranpur Town	... 1
Wadhwan Junction	... Wadhwan City	... 4
Wankaner Junction	... Wankaner Town	... 14



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